

HISTORY OF LAWRENCEBURG, INDIANA

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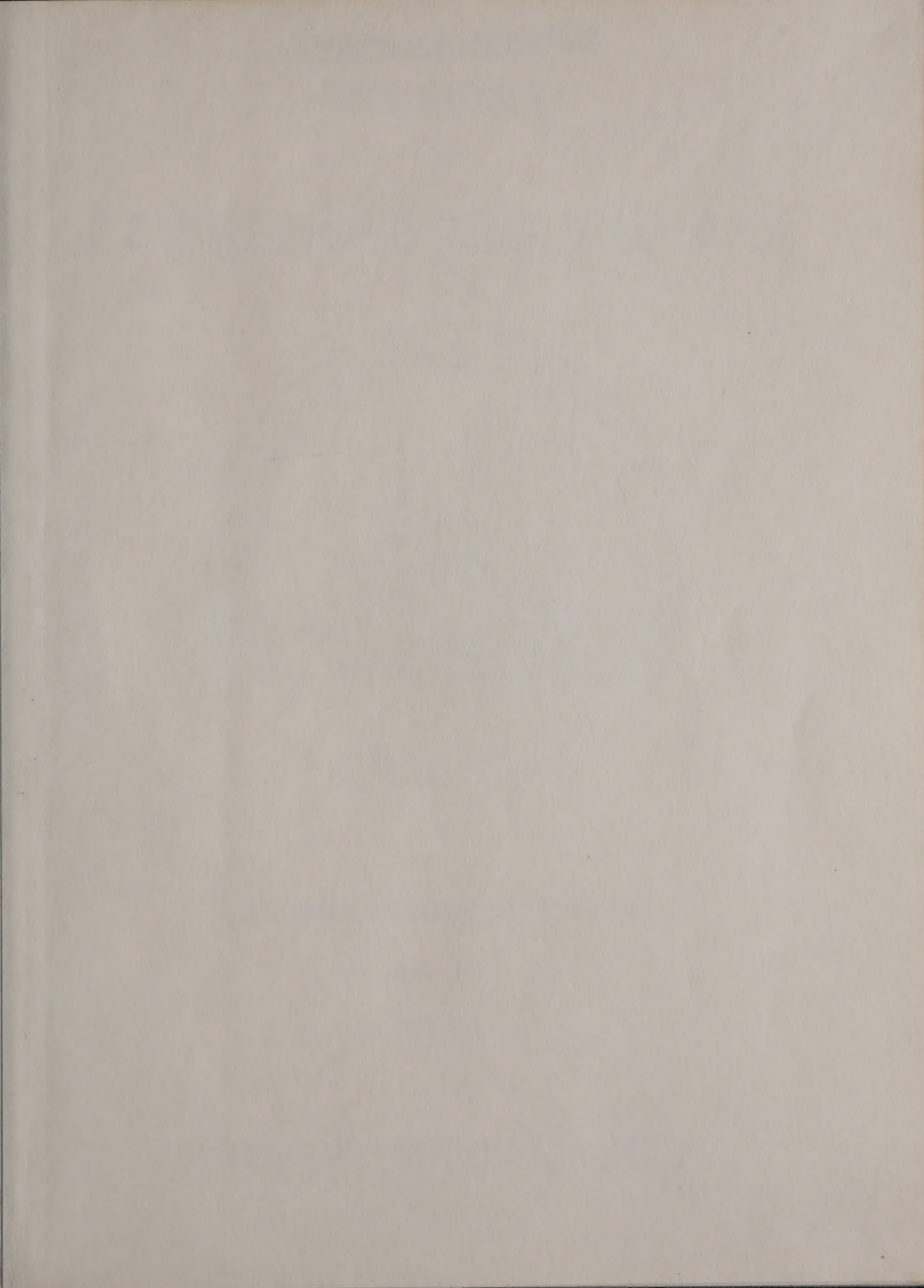
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INDIANA

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HISTORY
of
LAWRENCEBURG, INDIANA



SESQUICENTENNIAL EDITION

August 23 - 29

1953

LAWRENCEBURG HISTORICAL SOCIETY, INC.

BLACK GOLD

Allen County Public Library
900 Webster Street
PO Box 2270
Fort Wayne, IN 46801-2270

We gratefully acknowledge the wonderful cooperation shown by the citizens of Lawrenceburg and the surrounding communities during the preparation for our Sesquicentennial Celebration. We offer our thanks to these many people who gave so generously of their time and talent.



Sesquicentennial
Executive
Committee

The Lawrenceburg Historical Society, Inc.

Lawrenceburg - Indiana

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CALENDAR OF EVENTS

Sunday - August 23

..... Religious Freedom Day

Wednesday - August 26

..... Mayor's Day

Monday - August 24

..... Coronation Day

Thursday - August 27

..... Youth Day

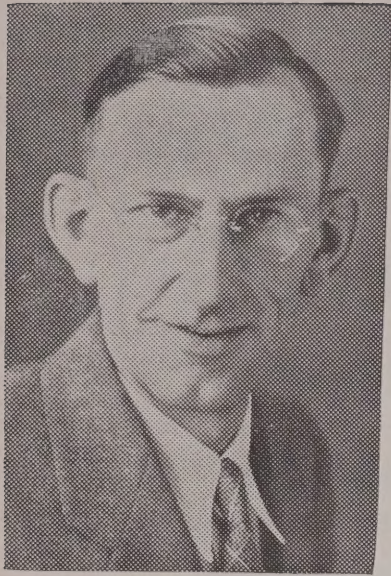
Tuesday - August 25

..... Old Settlers Day

Friday - August 28

..... Business Labor and
Industry Day

Saturday - August 29 Homecoming Day



It has been a privilege and a pleasure to compile the History of Lawrenceburg. Of course, many more pages could be written regarding our city but space and allotted time do not permit. However, I hope you enjoy reading same as much as I have enjoyed gathering the information for you.

At this time, also, I would like to thank all those who have helped me in any way in making this history possible. I would like to thank especially the editors of both our local newspapers, the librarian and her assistants and the County Recorder's office—all four of which had records available for my use at any time. Also to those individuals who remembered and related some of the other events which are mentioned herein.

RAY C. JOHNSON

Historian



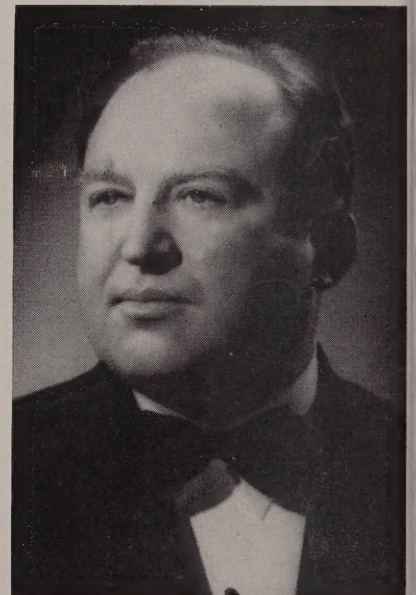
It has been both a privilege and a pleasure to have been selected to gather the advertising and complete publishing arrangements for our History Edition.

I wish to express my sincere thanks to Mr. Earl Kittle and Mr. Robert Keller, who assisted in the work, and to Mr. H. P. Harrison and his assistant, Miss Diane Pastner, for their complete cooperation at Sesquicentennial headquarters.

Most of all, the credit for our success is due those who gave us their business histories, advertising and interesting pictures which made the book possible. To these organizations and individuals we express our sincere thanks.

JACK R. ANDERSON

Advertising and Publishing



PREFACE

One hundred and fifty years have passed since our community was settled by the hardy pioneer who with great sacrifice to himself and spurred by visions of the future gave us our city in this beautiful valley.

Let us pause long enough in today's mad rush through life to survey the past and in doing so recapture some of the spirit which moved our forefathers to put down those who would defeat them in their fight for freedom, justice and their flight from tyranny.

JACK R. ANDERSON

HISTORY of LAWRENCEBURG

It is very appropriate that the following poem by one of our more famous Hoosier poets—James Whitcomb Riley—be the first in this story:

"Just as of old! The World rolls on
and on;
The Day dies into Night—Night into
Dawn
Dawn into Dusk—through centuries
untold—
Just as of old.

Time lingers not. The River ever flows,
Its brink of white with blossoms or
with snows;
Its tide or warm with Spring or Win-
ter cold;
Just as of old.

Lo! Where is the beginning, where
the end
Of living, loving, longing? Listen,
friend!
God answers with a silence of pure
gold—
Just as of old."

Yes, the City of Lawrenceburg has an abundance of history connected with it, both old and new, but inasmuch as many of the older Lawrenceburgers have passed on and many of the old records have either been lost, destroyed by flood or fire, it is very difficult at this late date—a century and a half after its founding—that a complete history of Lawrenceburg could be given at this time.

However, we have endeavored by thorough search of all possible records and sources of information to make up the following pages of history which, we are sure, will be both interesting and instructive to all who take the time to read them.

—o—

Lawrenceburg is situated on the right bank of the Ohio River, occupying a position on a broad expanse of most fertile bottom lands, back of which there arises a ridge and range of hills, towering above the valley, from which is presented a picture more grand to behold—the broad and extended bottoms coursed by the Great Miami River, the city with its many and graceful church spires pointing heavenward, its huge and tall chimneys from the numerous factories, the majestic Ohio River flowing beneath the chivalrous Kentucky hills. Lawrenceburg is located in the Southeastern part of Dearborn County and is approximately eighty-six miles by rail from Indianapolis and twenty-one miles from Cincinnati and by river about twenty-two miles from Cincinnati.

Captain Samuel C. Vance, a soldier under Washington, an aide to General Anthony Wayne and by marriage a grandson to General Arthur St. Clair,

being familiar with the nature of the ground at all the prominent points along the Ohio River in the Wayne Purchase, conceived the idea that the location just below the mouth of the Great Miami called for the site of a city. On July 23rd, 1801, shortly after the land office at Cincinnati was opened, he entered the land on which the City of Lawrenceburg is located, which is fractional sections 13 and 14 and section 15 in congressional township 5, range 1 west of the Miami River.

In April, 1802, bringing James Hamilton and Benjamin Chambers with him, he came down from Cincinnati and proceeded to survey and plat the town city of the City of Lawrenceburg. The plat comprised one hundred and ninety-six lots and lies facing the Ohio River, which runs in a southwesterly course. The streets on that account parallel the river and run northeast and southwest, while the cross streets run northwest and southeast. The original plat only included the lands from Walnut Street to Ash and from James Street to the river. This plat was recorded at Cincinnati, in Hamilton County of the territory Northwest of the Ohio River and the City of Lawrenceburg has never yet taken the trouble to have a copy recorded in Dearborn County but the original record can still be found in the Recorder's Office of Hamilton County, Ohio.

Some ten years later Captain Vance re-platted the town, enlarging it for two more streets at each end and making it extend from Elm Street to Mulberry Row, now occupied by the levee at the southwestern end of the city. He also took sixteen and a half feet from the ends of the first and second tier of lots and placed the first tier of lots "one pole higher the river" and created New Street sixty-six feet wide from what had been an alley sixteen and half feet wide.

All of the first tier of lots and part of New Street are now covered by the levee and railroad. He also narrowed James Street to forty-nine and half feet and changed its name to Partition Lane, and laid out a row of two acre lots on the northwestern side. Some years later the village could not bear to have a distinctive name such as Partition Lane and the Town Council changed the name to Center Street.

Lawrenceburg was laid out on a ridge paralleling the river on which was established High Street, with New and Front streets on the river side and William Street and Partition Lane on the lower ground on the other side of the ridge. Between High Street and the ridge occupied by New Lawrenceburg and Greendale was very low ground, impossible to cross either

on foot or with vehicles whenever the River got much above a good boating stage. The Town almost immediately began raising the level of its streets. Many citizens do not realize that all of Third Street, Walnut and Short streets northwest of Center Street, Durbin Road between old and new Lawrenceburg, and many other streets have been raised by hand labor from two to ten feet above the natural level of the ground. Records show that the "filling up" of Walnut Street, done by contract made by the city authorities, was finished in June, 1851, and was an improvement of great value and service to the town. The heavy freshets which occurred every year or two would no longer interfere with the communication between New and Old towns, as the filling was sufficiently high.

The Town of Lawrenceburg was named by Capt. Samuel C. Vance in honor of his wife, whose maiden name was Lawrence.

Like the Western country generally at that time the infant town grew very slowly. In the year 1806 it is said that the principal buildings were the ferry home on the bank of the Ohio river above Walnut Street, and a warehouse below Walnut Street. The residences were those of Benjamin Chambers and General James Dill on the bank of the river. James Hamilton and Michael Jones lived on the alley by the Fitch Livery and Undertaking Establishment. New Street at that time went by the name of Second Street and on it lived Dr. Jabez Percival, Jesse B. Thomas, Captain Vance and Elijah Sparks. Below Maple Street, on High, lived Rev. Baldrige. William Cook was the jailer and the jail was a log building on the public square. On the northeast corner of Vine and High streets lived James Foster, who was a chair manufacturer. John Gray kept a store on the corner of Short and High streets and Jacob Horner a tavern in a log house on the corner where the King Hotel now stands. It was called the Grand Hotel in those days. On the Parry Corner, William Morgan lived, and on the opposite corner where the Gordon store now is he carried on a blacksmith shop. Judge Isaac Dunn lived on the corner of Elm and High streets near where he died in 1866. The houses were then, six years after the town had been laid out, built almost of logs.

Jabez Percival was the first doctor to serve the sick in the new town and Jesse D. Thomas, Elijah Sparks, James Noble and Michael Jones were the first attorneys. The first school house was built on the public square, and the early teachers were Rev. Baldrige and a Mr. Fulton. The courts

OFFICIALS

OF THE

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Clerk-Treasurer

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City Attorney

Frederick Braun

Councilman First District

Ford Connelly

Councilman Second District

Ray Gehring

Councilman Third District

Charles Hornbach

Councilman Fourth District

John Gross

Councilman-at-Large

Arlie Baer

Superintendent

Walter E. Fulton

Chief of Police



It is with the greatest of pride that we represent this historic community and its fine citizens in this our 150th birthday.

We pledge you our every effort to continue the growth and prosperity of our Lawrenceburg and we join with you in the spirit of our sesquicentennial.

of that day were held in the house of William Morgan on the Parry Corner and were presided over by Benjamin Parks, district judge, who lived at Vincennes. Benjamin Chambers was the associate judge, Captain Samuel C. Vance, clerk of the court, and David Lamphere, sheriff.

In the year 1809 or thereabouts, Pinkney James laid out what is now called Newtown, by the name of Edenborough; not prospering in the selling of lots, he followed his father, who laid out that town, to Rising Sun and in the year 1811 sold out the town of Edenborough to Stephen Ludlow, George Weaver, John Weaver and Thomas Porter, including the old pond and embracing the property upon which Wm. Krider's studio building is now situated; thence in a direct line to the meandering of Tanner's Creek, to a point where the north line of the old cemetery was in Newtown struck it, and thence east to where the old fence north and south used to divide the new addition from the city dirt lot. Isaac Dunn being elected to the Legislature, sitting at Corydon, then the state capital, got the town of Edenborough vacated. Some years afterward, an opportunity offering for the sale of building lots, in connection with Stephen Ludlow, who already owned a number of the lots of the old town, Dunn had the old map, with the exception of the two southern tier of lots, re-recorded and re-instated as a town under the statute, and it then was incorporated with the old town of Lawrenceburg as a part of the town.

About fifteen years after he laid out the town, Captain Samuel C. Vance, during one of the frontier booms felt rich enough to build a mansion; he took the highest natural ground in the town on the corner of High and Ash streets and built what was said to have been the finest residence on the Ohio River between Pittsburgh and New Orleans. This house was on the same lines as the

famed Lanier Mansion at Madison and was said to have been designed by the same architect. However, Captain Vance, like many a man since, over-reached himself in tying up his capital in a residence, became badly involved and a few years after his death the house passed into the hands of a wealthy capitalist, Omer Tousey, and has been known as the Tousey House to this day. It now holds the offices of the Lawrenceburg Terminal Elevator Company, but the railroad and levee have totally destroyed the front view of the river for which it was designed and its approach is from the rear which practically destroys its original beauty.

From the year 1812 to 1820, the town grew rapidly, and became the business point for all the surrounding country, which had been rapidly taken up and settled down by immigrants from the other states. Many substantial buildings were erected during that period. The principal business men of that date were David P. Shook & Co., Samuel C. Vance, John Gray, John H. and Benjamin M. Piatt, David Guard, Isaac Dunn, John Eads & Company, William Payne (tailor), Stephen Ludlow, John Gibson, Israel J. Canby, A. Morgan, Frederick Lucas, James W. Weaver, David Rees, William Ewing, Joseph H. Coburn, Jacob Brasher, C. Fitch, E. Hollister, James Hallowell, Harris Fitch, Jesse Hunt, W. Tate, Benjamin Stockman, W. Armstrong, Thomas Snow, John Bates, Noah Noble & Company, Mary Brooks (milliner), Jared Evans, J. P. and David Bruner was the barber. Dennis Duskey ran a trading boat from here to Cincinnati, leaving every Monday morning, wind and weather permitting; every attention was given to goods committed to his care, and every accommodation possible afforded to passengers. There was no bar on that boat, and smoking was positively forbidden, and the first person caught playing cards was at once set ashore.

Early in the Spring of 1813, a horse thief was captured near Tanners Creek, who had in his possession a very fine horse, which he had stolen from some honest pioneer. He died very suddenly with his boots on. A few nights after his death it was reported that Dr. Percival, the leading physician of the town, and Ezra Pugh, held a most thorough post mortem examination of the body, and unfortunately for the benefit of the medical society of the county of today, the old rough and ready doctor and his able assistant neglected to transmit the result of that examination.

At that time, the Farmers and Mechanics Bank was in existence. Isaac Dunn was the president, and Thomas Porter the cashier.

Business was brisk, and the following is part of a price list reported by the chief clerk of Dunn and Ludlow: Muslin 75 cents per yard; calico 62½ per yard; coffee 75c per pound, flour \$5.00 per hundred; corn 15c a bush; potatoes 15c; pork and beef \$1.50 per hundred; eggs 6¼ cents per dozen; butter 12½ cents per pound, etc. In those days when a young sprig put on one of those muslin shirts, he felt as exalted as the wearer of a ruffled shirt does at a centennial tea party, and the fair miss robed in one of those 62½ cent calicoes made from five or six yards, as grand as the young Miss of today does when she appears before the mirror to behold herself costumed for a "Martha Washington Reception."

In 1816 George Weaver erected and operated a saw mill in Newtown; the motive power was supplied by two sturdy oxen; the number of feet sawed per day we are unable to give as there was no city measurer at that time.

About April 6, 1819, Isaac Dunn, a proprietor of New Lawrenceburg, acknowledged a plat entered and laid off by him from the town formerly called Edenborough, to be an addition to Lawrenceburg which consisted of 125 lots. Next to Tanner's Creek, ground was designated as a cemetery, and running parallel with that stream were designated Shipping, Main, Front and Water streets, which were intersected by First, High, Third and Fourth streets. Newtown Park or the public square in Newtown was probably laid out in 1819 as the plat was brought to the Court House for record as of April 6, 1819.

The first three story building built in the state of Indiana, was the corner part of the present King Hotel, built in 1820, afterwards enlarged by adding wings on both Walnut and High streets to make the present large building.

After the close of the second war with England, settlers swarmed in and before 1820 all of the lands in



First Home Built in Dearborn County, Near Lawrenceburg.

BEST WISHES FROM THE PASTORS AND CHURCHES OF

The Lawrenceburg Ministerial Association

FIRST BAPTIST CHURCH

Wm. Frank Brosend, Pastor

The First Baptist Church began here in 1804 when Dr. Ezra Ferris, a zealous Baptist minister, came to Lawrenceburg. In 1807 the church was formally organized, but continued to meet in the homes of the members.

The building on Center Street, now occupied by Peerless Printing Company, was erected in 1845. Following the 1937 flood, the present building on Tebbs Avenue was built under the leadership of Rev. J. Walker Martin.

ZION EVANGELICAL & REFORMED CHURCH

Donald M. Yaekle, Pastor

German people of Lawrenceburg founded Zion Church on November 15, 1848. The present church, erected in 1867, has undergone remodeling and additions because of floods and growing needs of the congregation. The Memorial windows and Tower Clock are outstanding features. The color and artistry of the windows could not be duplicated today. The clock was installed in 1910. Zion Evangelical and Reformed Church shall continue to serve this community through the proclamation of the Gospel of our Lord Jesus Christ.

UNION VALLEY BAPTIST CHURCH

S. Summers, Pastor

Union Valley Baptist Church was organized by Rev. Philip Obanon in 1893 in the home of Mrs. Mary Bradford.

In 1907, under the leadership of Rev. Sim Dudley, the present ground was purchased and a church home erected.

The church building was lost in the 1937 flood.

On October 23, 1938, under the pastorate of Rev. F. W. Weathers, the cornerstone was laid for the new building. However, only the basement was completed.

In 1945, under the pastorate of Rev. J. W. Carr, the building was completed.

TRINITY EPISCOPAL CHURCH

Robert Hemphill, Pastor

The parish was organized on the Feast of the Epiphany, January 6, 1840, and the first services were held in private homes until the first church was consecrated June 23, 1854 on the site now occupied by the American State Bank Building. The present church on W. Center Street was consecrated by the Rt. Rev. Bishop Joseph M. Francis of Indianapolis on October 28, 1906. The first rector of the church was the Rev. T. C. Pitkin.

BEECHER PRESBYTERIAN CHURCH

O. K. Malone, Pastor

The First Presbyterian Church here was organized on September 27, 1829 and the original building was probably erected in 1831. It was as pastor here that the illustrious Henry Ward Beecher began in 1837, his remarkable career as a minister.

The present church edifice was built in 1882, during the pastorate of the Rev. Samuel N. Wilson. In recent years, during the ministry of Rev. Forest C. Taylor, the name was changed from **First** to **Beecher Presbyterian Church**.

EMANUEL LUTHERAN CHURCH

E. A. DeJerus, Pastor

Emanuel Lutheran Church was organized on August 28, 1866, with 26 members. The present imposing structure was completed and dedicated in 1869. Following the disastrous flood of 1937, the interior was remodeled and completely refurbished.

During her 87 years of existence and progress, twenty pastors have given loyally and sacrificially of their service. She stands today as the symbol of our Lutheran faith and hope; truly our EMANUEL—"God with Us."

HAMLIN CHAPEL METHODIST CHURCH

Robert F. DeLong, Pastor

Records indicate that Methodist circuit riders visited Lawrenceburg almost from the time the first cabins were built, but the coming of Elijah Sparks in 1806 stimulated the growth of a Methodist society at this place.

The first Methodist Meeting House was completed in 1821, and the cornerstone from this building has recently been placed in the front wall of the present structure, in which the first service was held on November 13, 1847, when the name was changed to Hamlin Chapel.

The pastors of the above churches, organized as the Lawrenceburg Ministerial Association, are glad to call attention to the close ties that have always existed between them and the life of this community. Proud of the part they have played in the growth and development of Lawrenceburg in the past 150 years, they are pledged to continue "to serve the present age, their calling to fulfill."

Dearborn County which were worth what the Government asked for them were taken up, although rough tracts which should have always remained in forests continued to be peddled out by the Government until 1840. The Miami bottoms could be cleared merely by chopping down the magnificent growth of timber that covered them and waiting for the next rise of the river to float the logs away, and part of them had already been cleared and cultivated by the Indians, so that there was early an ample supply of corn, for which there was no market except as corn meal and almost every one had their own supply. But as Whiskey it could be easily transported by flat boat to the cities of the South. Lawrenceburg, then as now, had an unfailing supply of the best of water from the Miami gravels—very early in its history Lawrenceburg and Greendale was said to have been on the premises now occupied by the Schenley Distilling Company, owned by Dunn and Ludlow, powered by a blind horse, and with the capacity of two barrels per week. However, it is reported that from January 1 to May 1, 1826, among the exports from Lawrenceburg is mentioned five hundred gallons of whiskey at 25 cents per gallon. And, today, Lawrenceburg whiskey is famous all over the world.

On January 10, 1820, the first murder in this city occurred, by Amasa Fuller killing Palmer Warren. The story goes that a young man named Fuller lived for a time in Lawrenceburg and became engaged to a young lady and moved on to Brookville, from which place he wrote her and she shortly broke her engagement and became engaged to a young man named Warren. Fuller claimed that Warren, who was in charge of the local post office, intercepted his letters, removed portions of them and interpolated other offensive passages in order to undermine him in the affections of the young lady. Anyway, he came to Lawrenceburg, and according to accounts fortified himself with a plentiful supply of alcoholic stimulants and then challenged Warren to fight a duel. This Warren refused and started to run away, whereupon Fuller shot him down, which according to code of dueling, had up to that time or shortly before had been universally honored, he was justified in doing.

However, it was shortly after the Burr-Hamilton duel, in which all the influence of the President of the United States had been exercised to bring disgrace upon Burr for the killing of Hamilton, and the nation was in the grip of anti-dueling hysteria; Fuller was a stranger and Warren had been sufficiently popular to hold a political position, and Fuller was

condemned and legally hung in the City of Lawrenceburg. Tuesday, August 14, 1820, was the day appointed for the execution and thousands of men, women and children assembled to witness the awful spectacle. At about 11:30 A. M. the prisoner was conducted from the jail, accompanied by several ministers and under a strong military guard; on reaching the scaffold he ascended the ladder with a firm and steady step; a psalm was then sung; the throne of Grace was addressed by the Rev. Mr. Lamden (who had been attending him for several days), a short address was then made to the multitude by the Rev. Mr. Plummer, after which the ordinance of Baptism was administered to him by Mr. Lamden. After taking an affectionate leave of the ministers, sheriff and a few others, the cap was down over his face, and about 12:30 the drop fell—here let us pause—the rope broke, and he fell to the ground. He was immediately again suspended, and after a few struggles his spirit took its flight. The body hung for about forty minutes, when it was cut down and given to his friends for interment. The militia was mobilized for the execution, not to prevent mob vengeance but to prevent rescue by Fuller's partisans.

As an indication of the energy and enterprise of those days, it appears that the city fathers had the courage to assume an indebtedness of \$3,500.00 for the purpose of digging wells and filling up High Street. The city grew quite rapidly, and became the business town of the State, and the market point for all the adjoining counties extending as far West as Indianapolis. The produce was all brought here in wagons, and this was the shipping point for the Southern markets. Great numbers of trading and flat-boats were annually sent down the Ohio River and a larger number of the citizens were engaged in that hazardous trade.

On March 13, 1826, the Court House was burned, and all the records destroyed—it was during the freshet of that year, the water was up around the building at the time, and it was so cold that the next morning after the fire it had frozen ice all around it. There was no doubt that the fire was the work of an incendiary.

The people of Lawrenceburg were not lacking in patriotism in those early days. The Fourth of July was the favorite time for holding celebrations. It was only a few years since the War of 1812 and it had not been forgotten. Many of the public men of the time had either been active participants in the struggle, or had taken part in the St. Clair and Wayne campaigns and were imbued with much bad feelings against the conduct of the British in their dealings

with the Indians during those campaigns. Captain Vance, General Dill and many other of the leading citizens were bitter against the British and whenever occasion offered never forgot to deal in severe terms with our cousins over the water.

From the year 1820 to 1830, the town increased beyond the expectations of the incorporators; the future prospects were indeed gratifying; everything indicated that the town was destined to become one of the largest in the State of Indiana, all the various kinds of manufactories were being established. Substantial buildings were rapidly being erected, and a spirit of energy and enterprise seemed to pervade all the citizens, who ever took a just pride in a town of their creation. Substantial churches and school houses were being built, good and wholesome laws were being adopted for the government of the corporation, and all was prosperous until the year 1832, when the great floods of that year seemed to crush, for a time, its growth and dampened the energy of its citizens.

The flood occurred in February of that year, and rose a greater height than that had preceded it since the settlement of this town. It was between two and three feet above the level of High Street. It was quite disastrous, destroying a great deal of property, and carrying off a number of small frame and log houses. The town presented a novel appearance for nearly two weeks; the entire business was carried on by the citizens floating around on rudely constructed rafts. There were no promenade concerts, and the old-fashioned quilting parties the early dames delighted in were unavoidably postponed. Everybody was on a common level, and the cattle and hogs had rights that were respected, and after the waters had subsided, it was discovered that an old sow had taken possession of the pulpit in the Methodist Episcopal Church on Walnut Street; and during the entire time remained secure in her devotions from the interference of the outside rabble.

In the decade from 1830 to 1840 Lawrenceburg suffered from the great flood of 1832 and from the nationwide financial depression of 1837 and 1839. But the prosperity of the town was only checked, not stopped. Buildings were erected on every hand. The row of buildings from Short to Elm Streets on the south side of High Street were all built during this period. Much of what is called Germantown was built at that time and many of the business houses and the private residences were erected during that time. Schools commenced to flourish and the town took on more of a permanent appearance.

George H. Dunn commenced the

Congratulations . . .

Lawrenceburg . . .

From your Dearborn COUNTY OFFICIALS

Richard A. Giblin

ASSESSOR

Lester G. Baker

JUDGE

Arthur Lattire

AUDITOR

Richard R. Mattingly

PROSECUTOR

Chester E. Guard

COUNTY CLERK

Miss Elsie Boehler

RECORDER

Will B. Wilson

COUNTY SUPERINTENDENT OF SCHOOLS

Ernest Negangard

SHERIFF

Mrs. Rose O. Smith

DIRECTOR WELFARE DEPARTMENT

Mrs. Martina Haynes

TREASURER

WE ARE PROUD TO SERVE YOU



First C. L. & A. Car to Arrive in Lawrenceburg

promotion of the railway to Indianapolis. It was first a vast dream for those early times. It was to be called the Charleston, South Carolina and Upper Mississippi Railway. It was projected to be built from here to Indianapolis as a part of a great railway trunk line leading from Charleston, S. C., to the Ohio River at this point and thence to Indianapolis and on to Fort Snelling. Much of this was talk and dreams, but the road from here to Indianapolis took on a definite character. Many of the moneyed men of the town and vicinity were interested in the matter. The road was surveyed, and in various places along the route work was commenced as early as 1835. The chief engineer, a Mr. Verndegraff, died about this time and the tightening of financial affairs of the country caused it to lapse, only to be taken up again by Mr. Dunn some ten or more years later.

In 1836, the White Water Canal was constructed with some help from the State of Indiana, a canal from Lawrenceburg up the Whitewater Valley which eventually reached Cambridge City, but failed to ever reach its original aim of connecting the river and the Great Lakes. It operated until about 1847.

The Census of 1830 gave Lawrenceburg a population of 895; the census of 1840 found 1450 and the town was full of enterprise and business. In 1846 the town was incorporated as a city under an act "granting the citizens of Madison and Lawrenceburg a City Charter". The first election was held at Lawrenceburg on April 6, 1846. The city grew and the census of 1850 showed a population of 2651.

During the decade between 1840 and 1850 the business of the place

had grown rapidly. Pikes had been constructed which added to the commercial life of the town. The broad highway leading out towards Ripley county had been macadamized as far as Manchester during this period. A stage line was operated regularly between this city and Greensburg, and from there the traveler could continue on to Indianapolis and to other points. The merchants were ready to purchase from the farmers of the interior country anything that was offered and pay for it in good money. This stimulated trade and the state road was thronged with farm wagons loaded with wheat and other products for the Lawrenceburg market. These wagons would return carrying salt, sugar, molasses and many other articles needed in the household. This extensive business brought considerable money to the city and increased its growth and fame.

Many of the houses now standing were built during this decade. During this same decade the Methodist Episcopal Church was erected at a cost of ten thousand dollars and other improvements were made about the town. The seat of justice for the county, which in 1835 had been removed to Wilmington, was again located at Lawrenceburg. Its incorporation as a city, among the few cities of that period in the state, gave the place quite a prestige; and the volume of business increasing with the improvement of the highways, the new era of prosperity began to take on an air of permanence, until many of the citizens were convinced that the place would be the metropolis of the state. Its mercantile business grew with its commerce; steamboats and flat-boats carried the produce of the farmers to the lower river markets.

The city became a rendezvous for men following the river. The Mexican War period was during this decade and Lawrenceburg was prominent in recruiting and equipping several companies for that struggle. It furnished the officers for several companies and a number of the regimental officers besides privates and non-commissioned officers. The discovery of gold in California found many of those who had seen service in Mexico ready to go to that far-away country in search of fortunes.

During this period the flood of 1847 visited the Ohio Valley, causing much loss to the people and Lawrenceburg was inundated. However, the city recovered from it with apparently little trouble, and business was only temporarily suspended.

In the period of 1850 to 1860 the railways actually came to this city. It was during that period that both the Ohio & Mississippi (now the B & O RR) and the Lawrenceburg & Indianapolis Railway (now the New York Central RR) were built. The latter was largely built by Lawrenceburg capital and Lawrenceburg energy. When the idea of transportation by steam was in its infancy, George H. Dunn was an ardent advocate of the construction of a railway from Lawrenceburg to Indianapolis. He was a member of the Legislature at that time and ardently in favor of the idea of constructing such a road. Though disappointment followed, he never gave up, and to his untiring zeal is to be attributed the final success of the road. As early as 1834 he succeeded in forming a company to build the road, as mentioned above. It let contracts and several miles of grading was done but the financial crisis of 1837 temporarily put an end to their efforts. However, Mr. Dunn never ceased to urge its construction, and the company was later reorganized. In 1839 the contract for the construction of first division of the road (20 miles) up Tanner's Creek, was let; the second division was let a few months later, and the third division, from Greensburg to Indianapolis, in 1851. In September, 1853, the whole line was completed with the exception of five miles between Greensburg and Shelbyville, which was completed thereafter. This road is now known as the New York Central Railroad.

The Ohio and Mississippi Railway, now the Baltimore & Ohio Railroad, was incorporated in Indiana on February 14, 1848. The company was authorized to construct a railway on the most practical route "between Lawrenceburg on the Ohio River and Vincennes on the Wabash River. The road was to extend eastwardly from Lawrenceburg to Cincinnati and westwardly through the state of Illinois

THE DOCTORS, DENTISTS AND OPTOMETRISTS OF LAWRENCEBURG TAKE
PEN IN HAND TO EXTEND THEIR

CONGRATULATIONS

Wm Fugate Wm

B. A. Richter

George P. Ferguson

J. C. Streck M.D.

Edw W Houston

Edward D. Terrell

C. R. McWethy D.D.S.

E. M. Turrell

J. M. Piper

J. A. Wail, M.D.

to the city of St. Louis in the state of Missouri." The whole line was completed for travel in 1857.

In 1868 the Whitewater Valley Railway was completed.

Thus Lawrenceburg bade goodbye to its stage lines, its caravans of live-stock and long trains of produce. At first, with the advent of the railways, it was thought that the city would grow by leaps and bounds, and it would command the trade of the interior of the state, but before the decade ended it became evident to the far-seeing merchants and business men that the railways would be the means of building up, in a commercial way, only the centers of trade, and that the smaller towns would contribute. Accordingly, business men who were dealing largely with the country planned to get out of business here and remove to the larger centers of trade and distribution. Year by year the country trade was cut off from the city by reason of the changes in lines of communication and business. The city had been prosperous, but its business had ceased to be largely a mercantile one, and it had gradually become a manufacturing center. The merchant of that day no longer expected to deal with a customer who had spent from a day to a week on the road with his load of produce, and who in return for the money received for his produce would purchase supplies that would probably fill a wagon. The country trade was limited to the immediate vicinity of the city, within a radius of some ten to twenty miles, owing to the direction. People living farther out soon found a market on the railway nearer home and the business that had formerly come to Lawrenceburg was transferred to nearer towns.

Yet with the coming of factories and the development of the nearby country, the little city continued to show a growth and an increase in business. In 1870, the population had increased to 3159 and in 1860 to 4654. During the decade from 1880 to 1890 the city suffered three disastrous floods, which caused the citizens immense loss. The water in the Flood of 1884 reached a height never before known, and many of the factories and business men never fully recovered the losses entailed. By 1890 the population of the city had increased to 4280 and in 1900 it was 4326. In 1910 the census showed a population of 3930. The business of the city had somewhat slackened, but still showed great vigor.

Stage and Mail Routes

On the main lines of travel between points of importance, mail lines were established early, the mail being carried on horseback. Postage was high and few letters were written, owing

to the uncertainty of delivery and the time en route. Stage coaches began to be the means of travel on those more important routes as early as 1825. In 1831 the files of the "Western Statesmen" advised:

"Stage Line Between

Lawrenceburg and Cincinnati

"The stage on this line is now in operation. Leaves Lawrenceburg at 6 A. M. Monday, Wednesday and Friday. Leaves Cincinnati Tuesday, Thursday and Saturday, arriving at 1 P. M. Will pass through Elizabethtown and Cleves and every facility will be accorded passengers.

"For passage, call on James W. Hunter, postmaster.

Cummins and Murdock, Props."

On December 16, 1931, the "Western Statesman" announced that mails will arrive from Cincinnati three times per week; from Louisville, three times per week; from Indianapolis; twice per week, and from Brookville, twice per week.

The stage route to Indianapolis in 1838 was said to be by the way of Napoleon, Greensburg and Shelbyville, and it continued on that route until the advent of the Lawrenceburg and Indianapolis railroad in 1853.

In 1840 the "Beacon", then published at Lawrenceburg, had the following article: "Nothing will aid so much in bringing the capital and business to the place as good roads, and in this particular our county is lamentably deficient. It is idle to wait for the state or the county to do anything; this township should take the lead. Nearly one-third of the whole wealth of the county is in this township and there are not more than twenty or twenty-five miles of leading roads in it. That it would take but a short time to turnpike the whole of them, by a judicious and equitable system, must be evident, and such an example would unquestionably be followed by the other large townships, and most of the leading roads would be made good. The Manchester road was known above all others as "the state road". It was the main artery of trade and commercial activity in the county. Over its right-of-way every conceivable form of merchandise was carried. From 1820 until 1853 it was a thoroughfare. The stage might be seen every day hurrying along with its four or six horses and the driver sitting on the box. It would leave Lawrenceburg at 6 A. M., arrive at Greensburg the same day, until a line of boats was established, when the stage would leave Greensburg at 3 A. M., being scheduled to arrive in Lawrenceburg at 12 mid-day, making connection with the mail for the boat for Cincinnati.

Over this highway were driven from the interior of the state thousands of turkeys, hogs and cattle. As the in-

terior became settled, the traffic was so great that nearly every house on the route became a tavern. Some of these taverns were dubbed the "Three Mile House", "Six-Mile House", "Nine-Mile House", "Twelve-mile House", as the distance might be, as measured from Lawrenceburg. The chief requisite by stockmen for a tavern was an abundance of water and forage. Wagons of every description thronged this artery of traffic. Thousands of emigrants, wending their way farther west, where they could have their pick of the best land at a low price, could be seen every day, with their canvas-topped wagons to which might be harnessed horses, oxen or mules, while often there was to be seen, with some of the more forehanded, a cow or two and perhaps two or three more horses. The New Purchase at first was their destination, but after that became in a manner settled up, they were bound for lands farther in the interiors.

Court House

Lawrenceburg has not always been the Dearborn County seat. As early as 1803, less than a year after Lawrenceburg was founded by Captain Vance, Lawrenceburg was named the seat of county justice of the newly formed Dearborn County. At that time it included all of Ohio, most of Switzerland and parts of Ripley counties. The county seat was moved to Wilmington for the period of 1836 through 1844. The reason behind the move was the driving ambition and clever political strategy of the founders of Rising Sun, Ind. Rising Sun was founded in 1814 and by 1817 Col. A. C. Pepper of Rising Sun had attempted unsuccessfully to get the State legislature to change the county boundaries so that a new county could be formed. Lawrenceburg people were cold to the idea as they feared that such a division would cause them to lose the county seat, since there was already agitation for a move to a more central location. Finding help at Lawrenceburg, the proponents of a new county joined forces with the out-county group who favored moving the county seat and in 1836 the move to Wilmington was legal.

Having nothing to lose then, the Lawrenceburg people saw the light and came out strongly in favor of the divisional scheme providing the Dearborn County court house be relocated at Lawrenceburg. Rising Sun founders strategically deserted their former allies and backed the relocation to gain their point. In 1843 candidates for the legislature ran on the pro and con of that platform and George P. Buell, candidate for senator who favored division and re-location won handily with a 501 to 5 vote majority over his opponent, Charles

One Hundred and Fifty Years

Have passed since a group of citizens planned for the future of our community, and so today, in 1953 we celebrate all of our accomplishments in our Sesqui-Centennial program.

Also, it was on April 14, 1914 when the birth of our association was announced, and we are proud to have contributed forty years of service to the community.

CONGRATULATIONS
FROM

PROGRESSIVE BUILDING & LOAN ASSOCIATION

215 W. Third Street

LAWRENCEBURG, IND.

Phone 775

Member of Federal Home Loan Bank System . . U. S. Savings and Loan League . .
Savings and Loan League of Indiana . . Federal Savings and Loan Insurance Corpn.



Scene from 1884 Flood — Looking East from Courthouse.

Dashiell, who favored the Wilmington location. The act re-locating the seat of justice in Lawrenceburg was finally passed in 1843.

To keep their promise of a division, more intrigue was needed. The old state constitution provided that counties should be not less than four hundred square miles. By taking a close survey at the time the water was lowest, enough surplus land over the required four hundred square miles was found to form Ohio County and at last Rising Sun's "first chamber of commerce" had realized their ambition to be a county seat. No strong opposition to having the county seat at Lawrenceburg has developed since that time.

In September of 1803 the first county courts were held in a double log cabin built by Dr. Jabez Percival, one of the first judges. Other officials appointed to serve the newly formed Dearborn County were the seven other justices — Benjamin Chambers, Richard Stevens, Barnet Hulick, John Brownson, Jeremiah Hunt, William Major and James McCarty. Captain Samuel Vance, the founder of Lawrenceburg, was appointed clerk of courts and James Dill was the first recorder.

The first official court house stood on the present site and was built in 1810. It was a two-story building and was destroyed by fire in 1826. The second building was constructed on the same foundation in 1828 with as much material salvaged from the first one as was possible to use.

In 1835 a two-story brick building was constructed in Wilmington when the county seat was located there. It was used until 1845 when Lawrenceburg again became the seat of justice.

The fourth Court House is the one still in use and a familiar landmark of Corinthian architecture, in grey

limestone with an imposing portico. It was built in 1870 and cost about \$100,000.00. It was one of the finest court houses in Indiana at the time of its construction. The corner stone was laid with appropriate ceremonies, April 13, 1871, with approximately five thousand spectators present. In the cornerstone are histories of the various religious orders, Masons, Odd Fellows, Druids and churches and corporations. There are also copies of Dearborn County publications, samples of coins and stamps, an I. C. & L. R. R. switch key deposited by Jeter Martenstine, a photograph of the commission of Azel Fitch as Captain in the Colonial Army dated March 24, 1760, issued by Thomas Fitch, Captain General and Governor of the Colony of Connecticut, a biographical sketch of J. H. Brower and, as a chivalrous gesture to the ladies of the community, a milliners pamphlet of Fashion Plates deposited by Mrs. Margaret Beggs.

Earlier Industries

The blacksmith, the carpenter and joiner, the shoemaker and the tailor, represented, in general, the manufacturing interests of Lawrenceburg up to the decade between 1830 and 1840. During that period internal improvement became the watchword in the state and was an issue between the political parties of the time. The building of Whitewater Canal and the unsuccessful attempt of George H. Dunn and others to build the Lawrenceburg & Indianapolis Railway, together with the advent of the state bank, aroused among the people a great interest in their ability to manufacture articles in a larger way for the trade. It was realized that the town possessed advantages as a distributing point and at once the manufacturing interests were stimulated. About the first to engage in it was

Enoch D. John, who erected a flouring mill at the foot of Elm Street, where he availed himself of the water power derived from the wasteway of the canal. In connection with Dr. C. G. W. Comegys, later of Cincinnati, he built a three hundred barrel flour mill. A small distillery that would make two barrels of whiskey per week was erected in 1809, near the present site of the Schenley Corporation, by Isaac Dunn and Stephen Ludlow. This concern seems to have been abandoned in a short time. The Hobbs distillery was destroyed by fire in 1839, but was rebuilt by Hobbs and Craft soon after. It was again destroyed by fire in 1850 and never rebuilt. Other distilleries have since been erected and run very successfully, until today Lawrenceburg is known far and wide as one of the most successful locations for the manufacture of alcohol and spirits in the country.

The manufacture of furniture was, for a period, an important part of the manufacturing interests of this city. The E. B. Dobell Furniture Company, with a manufacturing plant in Greendale and warerooms in Lawrenceburg was established in 1863. It was destroyed by fire in 1873, but was rebuilt at once and continued for ten years longer when Mr. Dobell, getting old, retired. The Miami Valley Furniture Company, with a capital stock of \$20,000.00, which was afterwards increased to \$40,000.00, was organized in 1868. The company erected the extensive building now part of the Standard Vehicle Company and continued a successful business until about the year 1888, when it discontinued. The Lawrenceburg Furniture Company was organized on February 13, 1868, and had at its start a capital of \$7,000.00. This was increased to \$63,250.00 in 1876 by successive votes of the directory. The officers when first organized were: Conrad Sanders, president; Chris Lommel, secretary, and Frederick Kleinhaus, superintendent. This concern continued in business until along in the nineties, when it, too, was closed out. The Dearborn Furniture Company was organized in 1873 with a capital stock of \$18,000.00. It erected a three story building on the lot that had formerly belonged to the father of W. T. Durbin (W. S. Durbin), formerly the property known as the Geo. H. Bishop Saw Works, now occupied by the Lawrenceburg Freightways, Inc. on Front Street. This plant was in business only a few years, when it dissolved, and the factory was used by the Lawrenceburg Chair Company. It continued for only a short time and was purchased by the George H. Bishop & Company, saw manufacturers, who used it up until several years ago when the saw company plant and

THE LEGAL PROFESSION

Throughout the 150 years of Lawrenceburg and Dearborn County's history, the legal profession has served their citizens. From the days of circuit courts and the tedious journeys through the wilderness to plead the cases for his clients, to the modern days of 1953, the lawyer of Dearborn County has brought distinction to the county. The names of Vance, Spooner, Major Gazlay, Brown, Holman, Downey, McMullen, Givan, Bainbridge, Dunn, and many others are entered on the roll of attorneys of the past. The legal profession of Dearborn County has produced United States Senators, Congressmen, distinguished military men of the various ranks up to general; United States judges, and leaders of the bench and bar. Throughout the years the legal profession has provided a great proportion of the leadership of the community. The Dearborn County Bar Association is proud of Lawrenceburg and Dearborn County. Dearborn County should be proud of its lawyers.

MEMBERS OF

THE DEARBORN COUNTY BAR ASSOCIATION

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WILLIAM R. PFISTER

office was moved to Columbus, Ohio, the Lawrenceburg Freightways, Inc. occupying those premises at the present time.

The large frame grist-mill, then known as the Walnut Street Mills, was located at the end of that street going to Newtown. This was built in 1882 and was the property of the late George Beckenholdt. It had a capacity of 225 bushels per day (twelve hours) and was equipped with improved machinery. This building floated away and was burned during the 1913 flood.

In addition to the industries already mentioned might also be listed the John H. Gaff & Co. Distillery, built in 1851; the William P. Squibb & Co., Registered Distillery No. 8, built in 1868; N. J. Walsh's Registered Distillery No. 7, built in 1847; the Nicholas Oester Registered Distillery No. 9, built in 1875; the Frederick Rodenburg & Co. Registered Distillery No. 12, built in 1880. The John B. Garnier Brewery was erected on Shipping St. in 1855. The Ohio Valley Coffin Co. built in 1872. The Carriage and Spring Wagon Manufactory of William Fike, established in 1850; The Burkam Lumber Company, established in 1885; P. Walter & Son, dealer in Agricultural Implements, Feed Store and Manufacturers of wagons, farming tools and general blacksmithing was established on Walnut Street—the wagon and blacksmith department in 1879 and the implement business added in 1882.

The Miami Stove Works was located at the upper end of William Street, between the tracks of the Big Four and the B & O railroads. It was established by Samuel L. Yourtree & Company. The city of Lawrenceburg donated to this concern \$27,000.00. Shortly after it was erected the firm made an assignment and a stock company purchased the plant, with Fred Naehrer, president; John E. Warneford, vice-president; Benjamin Ruthman, secretary. The concern was very prosperous for a time, employing as many as 150 men, but misfortune overtook them, and they closed out. The plant was shortly afterward taken over by Mr. A. D. Cook, as a place for manufacturing well supplies. Mr. Cook's father conducted a successful hardware business here until 1877 when he turned same over to his sons, August D. and H. F. Cook. To this was added a coal business, also a pipe fitting business. Desiring to do machine work in connection he installed a drill press and lathe in the Miami Stove Works; he was not long in realizing the necessity of originating some improved method of making wells in the water bearing sands which underly Lawrenceburg, of investing some dependable way, or type of pump to deliver the underground flow of water to the citizens of the town.

As a result the old strainers of past days were replaced by the seamless brass strainer and the pump with the hand pump to bring to the surface the pure water which lies in the sands beneath us.

It did not take words to express the success made as the pumps formerly along the streets of Lawrenceburg testified of the success itself, bringing to us the invigorating and pure water which had only been attained through his untiring efforts. The water that was drank from the Cook pumps could be no purer as attested to by the fact that no scourge of epidemic ever reached our city, which usually come from the local water supply. Feeling the necessity of enlarging his plant he built the Cook block on Walnut Street in 1881, which is now occupied by E. Barrott & Son. From Walnut Street he moved his plant to the old woolen mill property located just across from the Court House, and later occupied by the Johnston-Klare Furniture Company. From there he moved the plant to the old Miami Stove Works and continued his progressive work upward, until it and all its contents were destroyed by fire November 2, 1901. He was not daunted by this disaster, but bravely met it by building a larger and better factory in Greendale. The Miami Stove Works building was later sold to the Batesville Veneer & Lumber Company who in turn sold the property to the Pierson & Hollowell Company which company now occupies the premises.

Cigar factories were a source of much commercial business to this city during the decade ending with 1880. Jacob Rief & Brother ran a large factory for the manufacture of cigars on the corner of Walnut and New streets. They commenced business in September, 1869, and continued it until about 1885 when it was gradually discontinued. William Huber commenced the manufacture of cigars in 1866. He continued the business very profitably for several years but gradually closed out, and several years before his death in 1905, had entirely discontinued the manufacture.

The Lawrenceburg Woolen Mill Company was organized in February, 1866, with a capital of \$50,000.00. This company purchased the site opposite the court house and erected the present three-story building. The venture proved unprofitable and it suspended operation in 1870.

The Lawrenceburg Gas Works was organized in 1868 with a capital stock of \$28,600.00. The first gas was used for lighting the city on October 12, 1868.

James Buchanan Eads

James Buchanan Eads was born in this city on May 23, 1820. The frame house where he was born stood on

the upper end of East High Street and remained there until the levee was constructed around the city when it was removed to the north side of West William Street and stands today and in a good state of repair. The house is owned by and is the home of Mr. and Mrs. Edward Bryant.

The Eads family moved to St. Louis in 1833 and in moving by boat all was lost when the boat burned. In 1867 Eads began the construction of the bridge across the Mississippi River at St. Louis, finally doing what was said at the time that the genius capable of erecting such a structure did not exist, simply because of politics and other interference Congress put a catch in the passage of the bill for the bridge in the fact that the central span must not be less than five hundred feet long and fifty feet above the river. In 1874 the first suspension bridge in the world was completed and stands today a tribute to the genius of the builder, James B. Eads.

The bust of James B. Eads was placed in the Hall of Fame in 1928 and is the only engineer to be found there. In 1884 Eads was the first American to receive the Albert Medal Award of the British Society for Encouragement of Arts, Manufacture and Commerce.

Landmarks

The first brick house built in Lawrenceburg is thought to have been erected by Dr. Jabez Percival. The building was the old two-story, heavy-walled dwelling house that stood back of the Methodist Episcopal Church at the foot of Vine Street. It was a well-built, deep-windowed and well-lighted brick, with a third story that was used for some years by Lodge No. 4, Free and Accepted Masons, for their meeting place. After the Percival family had all departed from Lawrenceburg, this building fell into other hands and was a tenement house until the Methodist congregation purchased it and tore it down. The building was thought to have been erected about 1806.

The brick building at the corner of Third and Main streets belonging to John A. Bobrink is said to have been erected about 1818. When first built it was used as a dwelling until 1840 when H. R. Helmuth operated a small grocery store there and since that date has been a grocery store. John A. Bobrink, the present owner, has been in this location for the past sixty-three years.

Comment has already been made regarding the erection of the building now occupied as the King Hotel and here are a few more words concerning that famous Tousey House. The visitor in looking through its spacious rooms and critically examining its front walls, will be impressed with

THE PEERLESS PRINTING CO.

9-11 E. CENTER STREET

PHONE 515

LAWRENCEBURG, IND.

THE Peerless Printing Company was founded in October, 1932, at the height of the depression by Mr. J. C. Holden, Miss Hilda Wright and Miss Cullie Fish. They were employed at the Hamilton, Ohio, Daily News in the bindery department when the decision was reached to form the joint venture. Lawrenceburg was selected because of the sudden business surge it was enjoying after repeal and because of Miss Wright's knowledge of the community.

The business started in the Isherwood property at 122 E. High Street with one small hand-fed press and the barest of necessities. On June 3, 1933, the firm published the Lawrenceburg Shoppers Guide which was hand set and hand printed until the second World War in 1943.

Mr. Holden died in February, 1934, and the business continued under Miss Wright and Miss Fish the only exclusive job printing shop in Southeastern Indiana and the only one in the country operated by women.

The Peerless Printing Company suffered the same fate as other Lawrenceburg businesses in the Flood of 1937 and the entire shop was inundated. The first attempt to begin operation was in the large frame garage on the Cook property on Broadway Street in Greendale, where the owners employed R. C. Patton and J. R. Anderson to overhaul the equipment and set it up for operation.

The space over the Kroger store at 9 E. High Street was rented a week later and Mr. Anderson contracted to move the shop to that location, where it operated until 1941.

In September of 1938 Miss Hilda Wright and Jack R. Anderson of St. Louis, Mo., were married and they purchased Miss Fish's share of the company. In 1940, a new shop was erected at 118 E. William Street where the first automatic cylinder press was installed and Mr. and Mrs. Anderson continued to publish the Shoppers Guide and do commercial and job printing until Mr. Anderson entered the service in September, 1943, serving with the Combat Engineers in World War II.

In June of 1945, after the Lawrenceburg Register had burned, Mr. Dale McLeaster, part owner of that firm joined the Andersons as a partner and the new venture installed linotype and other automatic printing equipment to make theirs the most modern of local printing establishments coupled with their combined experience of 63 years in the printing business, the firm steadily grew in favor and success.

Mr. Anderson entered the typewriter business in 1941, furnishing this area with its only source of typewriter service. After his return from the army he took an agency for typewriter sales and began traveling seven southeastern Indiana counties.

In October of 1947 the firm purchased the three story property at 9-11 E. Center Street and started remodeling. In April, 1948, they moved into the lower floor of their new quarters, leasing the balance of the building. The firm added a complete line of typewriters, adding machines, office furniture, office supplies, machinery sales and service and installed a large service department and now send a sales representative throughout southeastern Indiana. It has grown to be one of the most complete service establishments in the middle west of its kind with plans to occupy over 10,000 square feet of floor space in the near future.

While the history of the Peerless Printing Company dates back only 21 years, it is credited with many advancements for the community. First with an exclusive printing shop, first to give typewriter and office machinery sales and service and first to supply the area with office furniture and supplies. We are proud of our contributions to the growth of Lawrenceburg and happy that destiny ruled we were to live our lives in a community so rich in background and so determined to fight her way through floods and human obstacles to become the industrial center she has.

the justice of this claim. The ceilings are high and the walls thick. The hall stairway is a wonder for modern mechanics, with its spiral staircase reaching from cellar to the garret. The front was massive, for those days, with freestone steps and arched doorway. It was the home of the Vances until the death of the Captain in 1828. Afterward Dr. Pinckard used it as a college. Dr. T. P. Pinckard married Catherine Vance, daughter of Captain Vance, and was a practicing physician and a druggist. He was also a man of considerable culture, and after Captain Vance's death he undertook to promote a college in the residence. It was called "Washington Agricultural School" and he advertised that with the site of the college buildings was some twenty-five acres of land which he proposed to make into a botanical garden where the students could study agriculture at first hand in a practical way. He carried on the school for several years and as Administrator of the Vance Estate sold the property to Omer Tousey.

Cemeteries

When Captain Vance laid out the City of Lawrenceburg he stated in his filing that he had provided for a cemetery adjacent to the plat and adjoining it to the south and west. This was the cemetery at the west end of High Street, just below Mulberry. It was used as a burial place from the time the town was laid out until after the addition of Newtown was added by Isaac Dunn. Even after that, and until as late as 1840, and perhaps later, the site was used. But it gradually came into disuse and the cemetery in Newtown was the burying ground up until the time when Greendale Cemetery was incorporated in 1865. The Newtown Cemetery, it was found, was subject to overflow and on that account was not desirable for a burying place for the dead. Yet many early residents were buried in Newtown Cemetery. This cemetery

and all graves were transferred to Greendale Cemetery several years ago when the flood wall, after the 1937 flood, was built around the City of Lawrenceburg.

Odd Fellows Building and City Hall

On the southeast corner of Walnut and High streets is located a graceful three-story brick building. When it was built the first floor was used as store rooms, the second as a public or city hall, and the third floor was the Odd Fellows Hall, for which purpose the building was erected in 1853 at a cost of about \$8,000.00, the greater portion of which was subscribed by the Order of Odd Fellows of this city. The building was completed in 1855 and the Odd Fellows Hall dedicated June 6 of that year. The completion of that edifice was the occasion of some demonstration on the part of the citizens of this city.

Floods 1882-1883-1884

Lawrenceburg suffered keenly from the visitation of 1882. The following account is taken from newspapers published shortly after the waters receded: "For several weeks the Ohio River at Lawrenceburg had been rising gradually, until Monday evening, February 20, it reached a point at the junction of the fill in the fair grounds and the Big Four railroad, when it became necessary on account of the depression in the fair grounds embankment, to raise the bank at least two feet in order to keep the waters, which had been accumulating, from flowing over the bank into the city.

Mayor Roberts promptly secured a force and went to work with energy and determination to do all that could be done to hold back, if possible, the waters, and up to midnight Monday had succeeded admirably in holding them in check. But the continued rains for the past few days had swollen the Whitewater and Miami rivers to such an extent that it was soon evident that it would be

impossible to keep up the embankment of the Big Four railroad from this city to Hardentown, and the most that could be expected was to hold the waters back until morning or daylight. But at about four o'clock Tuesday morning, February 21, the waters of the Miami were thrown against the Big Four Railroad track with excessive pressure, on account of the barrier formed by the Ohio and Mississippi (now B & O RR) Railroad, which would not permit the accumulated waters to pass into the Ohio River, when at a point just below the locks at Hardentown and a point opposite the Trough Pond, near Nicholas Fox's, the water broke through, and it was not long until it was rushing, with fearful velocity and in vast volumes, through the upper end of the city, carrying terrible destruction in its wide and extending pathway.

The screams of the people in the lower parts of town, when they were aroused to the fact that they were surrounded by the flood waters, were distressing in the extreme. The mayor had arranged for giving a signal of alarm by the ringing of the church bells, and when it was known that the flow was coming the bells pealed forth their terrible warning, and at the same time the flood gates at the lower end of the city were opened, and the torrent of waters came rushing with equal destructive force until they met at Walnut Street, like two mighty giant monsters of the deep amid its angry waves, struggling for the supremacy of the sea, until both ended their existence in death, and thus the waters ceased their angry flow. Although it was generally known that it would be impossible to keep the waters out of the city, and many of the houses were ten or more feet below the surface of the water in the river, yet comparatively few persons were prepared when the rush of water came. The result was the loss of individual property had been very great. Not so much in the aggregate of dollars and cents—yet in many cases it took all they had, even to their houses. Both the upper and lower end of the city suffered a number of houses overturned, while others had floated away from their foundations.

It is surprising how many families were driven so hastily from their homes, on account of the sudden rise of the waters within the city limits, which in its mad career seemed to wash, upturn and drive everything before it. Hardly two hours had elapsed from the time the water broke its barriers until it was in every part of the city doing its work of devastation, and yet we have heard of but one death. The men employed in their skiffs and hastily-provided boats did



Lawrenceburg's Ice Supply — 1912

Dearborn County Loan & Building Association

25 E. HIGH STREET



LAWRENCEBURG, IND.

The Dearborn County Loan and Building Association was incorporated on the 21st day of April, 1891, with a capital stock of one million dollars, and the following officers: Henry Hodell, president; Robert Killough, vice-president; Valentine W. Huber, secretary, and William H. O'Brien, treasurer. Directors were: W. S. Fagaly, Samuel D. McElfresh, Lewis D. Daniel, A. J. Hassmer. In 1909 the capital stock was increased to one million five hundred thousand dollars. This association was organized at the Citizens National Bank Building, located on East High Street, in the lower floor of the building formerly occupied by the Lawrenceburg Register. They moved from this location to their present location at 25 East High Street in 1905. Present assets of this association are now over \$2,077,000.00 and the present officers and directors are: Eugene C. Cappel, president; Carl W. Decker, vice-president; E. P. Hayes, vice-president and assistant secretary; Alfred M. Schneider, appraiser and director; Chester E. Bielby, attorney and director, and Richard A. Klepper, secretary.

noble work in rescuing the people from the great peril in which they were so suddenly found. Large numbers of families took shelter in public school buildings, in the court house, in the stove works, in the lodge rooms and other large rooms on High street, as well as with private families, and it may be said that about a thousand people were made homeless for the night at least. It was but a short time after getting housed until they were provided with food and made as comfortable as it was possible to make them under such unforeseen circumstances and the short time given in which to work.

The waters continued to rise until about four o'clock Tuesday afternoon and from that time until midnight there was but little change, when it began to fall. In the afternoon it had covered High Street, with the exception of here and there a small portion of the center of the street could be seen as dark spots above the water. High Street being the highest street in old Lawrenceburg, that part of the city therefore was entirely submerged. The store houses, with floors even with the pavements, had a few inches of water on their first floor. On all streets besides High Street the buildings were more or less filled with water, ranging from one to fifteen feet."

Scarcely had the damage done by the flood of 1882 been repaired before the winter of 1882-1883 set in. Rain-fall began during the latter part of January and continued incessantly during the early part of February. Responding to these copious rains the Miami and Ohio rivers began to rise by leaps and bounds and the general topic of conversation in Lawrenceburg was the probable repetition of the flood of a year previous. Fears were entertained that the rents made by the break in the levee had not been repaired strongly enough to withstand another such high stage of water. But all such calculations were upset when the rainfall became so heavy that it soon became evident that the water would reach a height greatly in excess of the flood of 1882. The Miami spent its force, but the great volume of water in the Ohio came on relentlessly and finally reached the sixty-eight foot mark. This covered High Street to a depth of six feet and flooded the entire city, including a few squares in Newtown. The property loss was enormous as the result of the deep water running so rapidly through the city. Eight manufacturing establishments, two business houses, forty dwellings and three stables were entirely destroyed, and one hundred and seventy-nine dwellings, one hundred and thirty-three barns, nineteen shops and six business houses were removed from

their foundations. Graham and Marshall lost heavily in lumber and their saw-mill was swept away, while Henry Fitch's losses were nearly as large, although his mill stood firm.

Hard on the heels of this great disastrous overflow came the unspeakable calamity of the flood of 1884. This flood had gone down in history, to the date of that writing, as the greatest that had ever happened in the Ohio valley; to the extent that the waters reached the greatest height ever attained. During December of 1883, snow in great quantities fell over the entire watershed of the Ohio River. Over this was spread several inches of fine hail so that the amount of water-producing precipitation held in suspense was enormous. Through January, 1884, more snow fell, drifting into the valleys and in some places reaching a depth of several feet. Then came a sudden climatic change and warm rains began to descend. The rainfall continued and made the conditions ideal for a disastrous flood. The city of Lawrenceburg was powerless to do anything but watch the rapid rise of the water, knowing that a terrible flood was inevitable.

The rising waters slowly crept up the bank toward the top of the levee, and about noon on Wednesday, February 6, began to pour into the city between Elm Street and St. Clair Street. Up to ten o'clock at night but a small portion of the city had been flooded, but at that hour the upper levee gave away and the waters rushed in with all fury across the fields and into the city, to meet the waters coming in from the Ohio. This meeting broke the force of the current and kept damage from this course down to a minimum. By one o'clock Thursday morning the waters had covered all of Oldtown except that part of High Street near the plant of the Miami Valley Furniture Company. From that hour the water rose steadily for seven days, when, on the evening of February 14, at five o'clock and forty-five minutes, it came to a stand as the long crest of the rise passed the city. Then began the slow recession of the water, which lasted more than a week. On February 21 High Street was again visible, after having been submerged for two weeks. The water reached such a great height that its lifting power caused many large buildings to leave their foundations and turn over; in most cases breaking in two while turning. Added to this buoyant force was the menace of the waves driven by a gale that prevailed for several days during the highest part of the flood. Hundreds of buildings were torn from their foundations and lashed about until they were reduced to splinters and finally set adrift to the mercy of the swift current. The

waters reached the greatest height on February 15 when a stage of more than two feet and eight inches higher than any known flood was registered. Relief committees were promptly organized and contributions poured in from all parts of the country. The committee in Lawrenceburg received and distributed more than twenty thousand dollars. Large quantities of provisions were purchased and liberal donations of bedding, clothing, food and coal were received from different parts to alleviate the suffering and distress among the three thousand homeless people.

After the waters had receded it was found that many of the homes left standing were beyond repair and in order to meet such a situation a blank application for relief was furnished, on which the owner, under oath, was required to show his or her inability to repair the damages. There were one hundred and eighty-seven of these applications filed and one hundred and sixty of them were allowed. An efficient force of movers, carpenters, stone and brick masons, plasterers and laborers were engaged to repair the damages. The executive committee compromised a great number of cases, allowing the owners to do the work themselves, or have it done, and the amount was paid on certificate that it had been completed.

Town Council

It is of record that on the 1st of April, 1833, pursuant to an official call, the qualified voters of the town of Lawrenceburg met at the tavern of Jesse Hunt for the purpose of electing a president of the Town Board and five members of the Town Council. Fifty-six of the qualified voters of the town were present and voted, electing David V. Culley president of the Council, and George Tousey, John Shock, Thomas Palmer, John Saltmarsh and James V. Hunter councilmen. These held their offices for a term of one year and were elected to succeed Arthur St. Clair Vance, president; Thomas Palmer, John Saltmarsh, D. V. Culley and Jabez Percival councilmen. At that time Charles Spooner, grandfather of Ex-Senator John C. Spooner of Wisconsin, was clerk of the board and remained in that position for several years afterward. David V. Culley was president of the board until April, 1837; he was followed by Green Sparks who served until November, 1837 when he resigned and was succeeded by William Brown, who in turn was succeeded by Philip L. Spooner, who served until April 1839.

Isaac Dunn was president of the Board of the Town Council following Spooner from April 1839 until April 1840 and was succeeded by William Steele, who served until April, 1843, when he gave up the presidency to

Sincere Congratulations

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ON ITS

**One Hundred Fiftieth Birthday
Anniversary**

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Parkview - Grade "A" Foods

THIEMAN FOOD MARKET

219 THIRD STREET

PHONE 722



Office of The News—one of Lawrenceburg's Early Newspapers

Jeremiah Crosby, who served until April, 1846. At that time the town was granted a city charter and David Macy was elected its first Mayor. Mr. Macy served as Mayor until April, 1849, when he gave up the position to Sidney L. Sandford, who was mayor until July, 1850, when he resigned and was succeeded by Jabez S. Ferris who served until July, 1852 and was followed by Jeremiah Crosby, who served until July, 1855. Joseph McGranahan served from 1855 to May, 1856 and was followed by James H. Swope until May, 1857, who was succeeded by John Schwartz, who served the city from May, 1857 to May, 1861; he was succeeded by Francis Riddell, who served until October, 1861, when the place was declared vacant, Mr. Riddell having gone into the Army.

Following Mr. Riddell the council elected John F. Richards to fill the unexpired term and then he was elected continuously until May, 1869, when James H. Swope succeeded him, serving two years until May, 1871. Mayor Swope was succeeded by Richards, who served for two years, giving way in May, 1873 to Johann J. Hauck, who served three terms until May, 1879, when he in turn was succeeded by George M. Roberts, who was Mayor

for six years until May, 1885, giving way in turn to William H. O'Brien, who was Mayor until 1894, when he was succeeded by Thomas Winegardner, who served four years until 1898. In 1898 William H. O'Brien was again called to the position and was Mayor until 1902, giving way to Charles J. Lang, who served until May, 1904, when he in turn gave up the position to Edwin M. Lee, who resigned in September and by virtue of the state law, Joseph Frazer, city clerk, was made the Mayor. Mr. Frazer served until September, 1906, when he was succeeded by Estal G. Bielby, who was Mayor until January 1, 1910, and was succeeded by J. Leonard Axby, who served until January 1, 1914, when he gave way to Estal G. Bielby. Estal G. Bielby served from 1914 to 1917, followed by John C. McCullough from 1918 to 1921, and then Jacob Spanagel from 1922 to 1933. Arthur Ritzmann was elected Mayor for 1934 to 1938 and he was again followed by Jacob Spanagel in 1939. On May 27, 1940, Mayor Spanagel passed away and Loren Edwards was elected by City Council to fill the unexpired term of the late Mayor Spanagel. Loren Edwards served until 1943 when Robert "Brick" Baker served from 1943

through the year 1951 when he was succeeded by our present Mayor, Theodore "Ted" Fitch.

This city has had some very able men at the head of its government and its citizens may well be proud of the list herewith given. As the city grew older and the state laws relative to city affairs became more strict, the amount of legislation transacted in city council sessions grew more and more lengthy and of greater importance.

When the town government was installed it was the custom, and perhaps the law, to issue a call for an election signed by the president of the board for an election some certain evening. The meeting would be much after the fashion of the political caucus of the present day, or the Massachusetts town meeting. They would assemble and a chairman would be selected; the candidates would be placed in nomination and balloted upon. In the meeting of April 1, 1833, it was stated that the meeting was legally called and 56 qualified voters were present and the result was as stated that D. V. Culley was duly elected president of the board to serve for one year. This method seemed to have continued up to the time the town was given a charter as a city, when the office of Mayor was filled by an election the same as it is today.

In 1830, John McPike was the president of the town council and under date of March 17 of that year he advertised, in the capacity of president, for bids for the construction of a wharf for the embryo city, said to be between Walnut and Short streets.

Albert Gallatin Porter was born in this city April 20, 1824. Mr. Porter was the son of Capt. Thomas Porter, a veteran of the War of 1812 and a nephew of Omer Tousey. He received his early education in this city; after graduating from Asbury College (now DePauw University) at Greencastle, he returned to Lawrenceburg and studied law. He served for four years as Governor of Indiana from 1881 to 1885, he being the eighteenth governor of this state. Previous to serving as Governor, 1859 to 1863, he served four years in Congress and from 1878 to 1880 was Comptroller of the U. S. Treasury; after his term as Governor had expired, 1889 to 1893, he was U. S. Minister to Italy. He died at Indianapolis May 3, 1897 and was buried in Crown Hill Cemetery at that place.

Another native Lawrenceburger, Winfield Taylor Durbin, served the state as Governor from January 1901 to January, 1905, he being the twenty-fourth governor of the state. He was born here May 4, 1847 in the brick house on the Durbin Road now part

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Devoe and Spred Paints

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Pharmaceuticals**



LOMMEL'S DRUG STORE

212 THIRD STREET

PHONE 268

LAWRECEBURG, INDIANA

of the premises occupied by Lawrenceburg Freightways, Inc. Durbin died December 18, 1928, and was also buried at Indianapolis.

In February, 1861, when Abraham Lincoln was journeying to Washington to the duties of President, he pursued a somewhat devious route, stopping at many of the larger cities and towns to greet the people and get some idea of the feelings on the momentous issues of the times. En route from Indianapolis to Cincinnati he was scheduled to come through Lawrenceburg and the train was to stop long enough to give him time to make a few remarks. A committee of prominent citizens was selected to go to Indianapolis and greet him and to escort him to the town and introduce him to their fellow citizens. Much interest was manifested in hearing him and in getting a good look at the face of the man whom all at that time intuitively felt was to bear some heavy burden during his term of office. A large crowd was assembled when the morning train bearing the distinguished man arrived. Standing room was at a premium. When Mr. Lincoln's tall form appeared a shout went up from the throng. His talk was only for a few minutes and what he uttered was reported about as follows: "My countrymen, you call on me for a speech. I have none to give you and have not sufficient time to devote to it if I had. I suppose you are all Union men here (cheers and cries of "right") and I suppose you are in favor of doing justice to all whether on that side of the river (pointing to the Kentucky hills) or on your own (cries of "we are"). If the politicians and the leaders of parties were as true as are the people there would be little fear that the peace of the country would be disturbed. I have been selected to fill your most important office for a brief period and am now in your eyes entrusted with an influence which, however, will soon pass away, but should my administration prove to be a reckless one—or what is more probable, a foolish one—if you, the people, are but true to yourselves and the Constitution there is but little harm that I can do."

July 19, 1863 proved to be one of the most exciting days that was ever witnessed by citizens of Dearborn County and Lawrenceburg. On that day General John Morgan of the Confederate Army at the head of 2500 men made his raid through this state and crossed Dearborn County from Sunman to Harrison. In Lawrenceburg martial law was declared by Delos Brown, Prov. U. S. Marshal, and every able-bodied citizen was requested to get a gun and cartridge box at the Odd Fellows Hall at the corner of High and Walnut streets. The floor on Tanners Creek bridge was taken up and

trees fell on the Manchester road while pickets were stationed at Lawrenceburg, Aurora and other points.

Probably the greatest fire that ever visited the city up to that time which in two hours laid waste fifteen or twenty buildings and stables in the central portion of the town, destroying property to the value of \$60,000.00, occurred on July 4, 1866. The fire originated in a shed in the rear of the property formerly owned by William Kraus, on High Street, between Short and Elm Streets. The heaviest loss was by Lewis and Eichelberger, who had over one thousand barrels of flour and fifteen thousand empty barrels in their warehouse. The next heaviest loss was by Bryant and Lord, of their foundry buildings, some machinery and a larger number of valuable patterns, also dwelling on Elm Street. Others who suffered damages by this fire were John H. Ross, Isaac Dunn, Nevitt & Major's warehouse, James Wyman & Co., Mr. Van Horn, Mr. M. Zimmer and Lawrenceburg Woolen factory.

For many years Lawrenceburg had no fire department, depending on the vigilance and willingness of its citizens to rally to the assistance of the town when a fire occurred. For years it was the pride of the town to be able to say that every citizen was an active member of the volunteer bucket brigade. It has been at all times vigilant and ever ready to respond when an alarm was given. The bravery and heroism of this patriotic unorganized brigade was admirable, but it was found by the great fire of July 4, 1866, when property as mentioned in previous paragraphs was destroyed, also the fire on the corner of Short and High streets in the Spring of 1882, that it was necessary to find more efficient means of fighting fires.

The first thoroughly organized and equipped fire department of this city was established in 1882. This year a committee appointed by the council purchased two steam fire engines manufactured by the Ahrens Company of Cincinnati, the cost of the engines complete with reel cart and two thousand feet of hose was \$10,800. January 25, 1883 the engines named "Miami" and "Edenburg" put in their appearance. The "Miami" was at once given a test trial in the presence of a large crowd of citizens. In about three and a half minutes after the match was applied to the engine she was throwing a full stream of water as high as any house in the city. The trial was satisfactory. Both engines were alike and were much admired on their first appearance on the streets. The fire ladders acquitted themselves with credit in handling the hose, considering it was their first experience in this line.

They found the hose a rather tough customer to handle at first and not a few of them were sprinkled in their efforts to manage when officered and at that time there was no reason why they should not prove to be one of the best volunteer fire departments in the State. The companies were composed of men of energy and pluck, and if they manifested the interest and enthusiasm that their friends expected, they would soon become the pride of the city.

The engine houses, both substantial and ornamental brick buildings, located on the North side of Short Street between High and William streets, and on Third Street, near Shipping Street, in Newtown, were at once built and have since been the quarters of the two companies, which are styled Lawrenceburg Fire Co. No. 1 and Lawrenceburg Fire Co. No. 2. On the adoption of the constitution and by-laws in January, 1883 the companies given as follows:

Fire Co. No. 1: Chief of Fire Department, August D. Cook; assistant chief, Hugh S. Miller; captain, James Brannon; lieutenant, Theodore Wade; secretary, John G. King; treasurer, Matthias Hanselman; engineers—J. W. Fawcett, Robert Killough, Wilson F. Gaff; stokers—Charles E. Crontz, Perry A. Skinner, George Schrader, John C. Ratjen; pipemen — James Isherwood, Charles F. Kohn, John O'Toole, William Lannigan; police—John Sicking, Henry Schrader, William Henn, P. E. Jackson, Hanson Freeman; messengers—A. J. Huffman, Ralph Fisher, F. Ferguson, Hook and Ladder Company: foreman, William Sparks, James Walker, Louis Hitzfield, Gustave Wehring, Frank Mason, Isaac Squires, William Standriff, Frank Bartholomew, Charles Schrader, Edward Barrott, Albert A. Bartholomew, R. Kronenberg, James Haney and Samuel Griffith.

Fire Co. No. 2: Chief of Fire Department, August D. Cook; assistant chief, J. H. Menke, Sr.; Captain John T. Tittel; lieutenant, Gustav H. Donk; secretary, Charles Spanagel; assistant secretary, Henry Gambor; treasurer, J. H. Menke, Sr.; hose directors—Jacob Schimpf, Jr., Henry A. Menke, Jr., Andrew J. Pusey, Jr., John Spanagel, Henry Stehle, John B. Garnier, Jr.; messengers — Charles Miller, Frank Lipps, John Gambor; police—Jacob A. Lamason, Peter Zins, John Weaver, John Gardner, August Yerger; standing committee: Harry F. Leuchtenberg, Harry Vest, Al Sherrod; engineers—George W. Ward, Albert Sherrod; stokers—George W. Foster, Edward Leiendecker; ax men—William Kaffenberger, Henry Gambor; additional members—George Bechtel, Barney Niemeyer, William Hardley, Edward Heaton, Asa Dillon, William Bush, Andrew Gross.

Congratulations
to the
CITY OF LAWRENCEBURG
on its
150th Anniversary

This sesquicentennial marks 150 years of progress for our city. For approximately one-third of this period, this bank has participated in such growth and progress and in so doing has enhanced its own position in the community.

AMERICAN STATE BANK

Member Federal Deposit Insurance Corporation

Established 1905

1803 - 1953

One hundred and fifty years have passed since a group of citizens planned for the future of our community, and so today we celebrate all of our accomplishments in our sesqui-centennial program.

Also it was in 1878 that the birth of our agency was announced and we are proud to have contributed seventy-five years of service to the community.

HASSMER AGENCY

COMPLETE INSURANCE SERVICE

American Bank Building

Phone 761

LAWRENCEBURG - INDIANA

"Our Policy Is Your Protection"

The locations of the various fire plugs and cisterns were also listed as of that date.

Dog Leg Society

Now as extinct as the great auk, the Dog Leg Society lived its times, which was for about forty years following the Civil War. This organization, if it may be called such, sprang into being spontaneously—no one knows exactly how or why. The members were genial souls or they would have never remained faithful to the last. Of philosophy they had plenty and of sophistry and sarcasm and imagination they were likewise plentifully supplied. There seems to be no reason for their nightly meetings other than that time passed more pleasantly when they were congregated than it did when they were apart. With but few exceptions they met each night, on the river bank in mild weather and close to a grocery store stove in rough weather.

It is the accepted story of the beginning of the Dog Leg Society that it was a sort of an informal post-bellum meeting of congenial wags who, to a man, chewed a brand of tobacco known as "Dog Leg". This circumstance is given as the source of the "society" and its name. Be that as it may, the meetings continued year in and year out with scarcely a break in their daily regularity. As time wore on it became accepted that Russell Hollister was the leading light in the august body. To him was almost invariably awarded the palm for biting jest and perversions that would make old Ananias himself flush with shame. Uncle Russ, as he was called, was an original raconteur. His ready wit was of the never-failing kind and he was never known to have been placed in a position where his wit did not find a graceful exit. Uncle Russ was wont to offer caustic comments on the events of the day and the scope of his remarks was vast. Nothing escaped. It might be a sermon recently preached by some famous divine or it might be

a lynching in Georgia. His observations were not carefully considered but they were pointed and they were akin to lightning—they might strike anything.

Perhaps the next best known of the Dog Legs was Jacob Kiger, a good old man, upright in every way and God-fearing. Uncle Jake swore by a Cincinnati afternoon paper and each day he would carefully digest the contents of his paper before sauntering forth to the meeting place of the "society". His memory seemed to be most tenacious on stories that bordered on the unusual and he would recite them very deliberately, pausing now and then for the expected comments of Russell Hollister and others. If the story had such unusual features that its veracity might easily be doubted, then Uncle Jake would immediately announce that "you must understand, gentlemen, that I don't know that this is true. I saw it in the——". The recital of such newspaper stories would immediately arouse the imagination of some of the impressionable and similar or apparently original stories would be told which the listener's credulity must have been hypnotized to accept. In a little while George Preston or Samuel Chapman would intervene with a query that would start genuine discussion. However, such forms of procedure were not the rule. The question box was not, strictly speaking, a part of the Dog Leg Society.

Just before a local primary or a local election it was a genuine treat to attend a "meeting" of the "society" and hearing the terrific grilling the candidates received. For, be it known, the members of the Dog Leg Society were not all of one political faith. It would have been very natural to suppose, after hearing the diatribes hurled at the various aspirants for office that the candidates were all ex-convicts and that the city was going down the toboggan for ruin as fast as it could travel.

The "members" were likewise not of the same religious faith and as a consequence the Monday night meetings were intensely interesting. At these gatherings the sermons of the night before were carefully dissected and subjected to severe criticism. One listening would think that possibly there might have been something good in some of the sermons but if there was it had been forgotten. They did not hesitate to criticize the theology employed by each minister in delineating his text. But the idea must not be gathered that they were vicious or malicious in their observations. They were kindly old gentlemen who had, from long years of practice, become accustomed to expressing themselves in such language that to the uninitiated seemed generally out of tune with the subject under discussion. It made no difference whether they were considering a religious problem or a litter of pigs, the kind of language employed was identical.

The Dog Leg Society was as much a part of the growth and development of Lawrenceburg as any other similar social activity was a part. It played its own humble role and will live in memory down through years as long as those inclined to remember the queer things of former days will keep its memory alive. One by one the "members" answered the great call and the little band dwindled down until the final Dog Leg passed down the vale and left the memory of the "society" to those of us who have grown up with it and have seen it go.

Financial Institutions

The first banking institution of the early village was known as the Farmers and Mechanics Bank, which had an existence, probably of not more than a decade at the farthest. Its business was carried on in the brick building adjoining the residence of W. D. H. Hunter, on East High Street, a date on the building indicating that it was erected in 1817. Isaac Dunn was president, and Thomas Porter, father of ex-Governor Porter, was cashier of this bank at that time. In 1820, the directors of the bank were: Isaac Dunn, David Guard, Lazarus Noble, Stephen Ludlow, Levi Miller, Moses Schott, George Weaver, Samuel Bond and Amos Lane.

The State Bank of Indiana was chartered January 13, 1895, and commenced operations November 19 of that year with ten branches, having a capital stock of \$1,760,000. A branch was established in Lawrenceburg November 15, 1834. The first Board of Directors were: Omer Tousey, William Tate, Norval Sparks, J. P. Dunn, Walter Hayes, George Tousey, D. S. Major and Richard Tyner of Brookville. The directors on the part of the state



The Last Run of the "Jerk Water" to Cincinnati—December 31, 1930

THE PEOPLES COAL CO.

222 WALNUT STREET

LAWRENCEBURG, INDIANA

Founded in 1902 by George Kunz, Julius Schneider and W. F. Ritzmann, the Peoples Coal Company has served this area for over 50 years.

In 1913 Mr. Kunz purchased the stock from his associates and his son-in-law, E. G. Harry, became manager.

In 1941 Mr. Harry purchased control of the company and continued to operate the firm through World War II.

In 1945 history repeated itself when Mr. Harry's son-in-law, J. Wm. Caldwell, a veteran of World War II, became manager of the firm and is now operating the extensive plant with the assistance of Miss Ruth Zinser and Mrs. Jeanne Small.

The Peoples Coal Company has grown with Lawrenceburg and is geared to the vast demands of our industrial system.

60 YEARS OF LEADERSHIP

THE PERPETUAL BUILDING ASSOCIATION

LAWRENCEBURG, INDIANA

In 1894 the "German Perpetual Building Association" was incorporated by Christ Lommel, G. A. Kienle, Fred Kleinhans, Ernest Eberhart, Herman Hoefer, Frank J. Hemm, P. C. Braun, Samuel H. Collins, George Kunz and John Probst. For 16 years they conducted business from the second floor of the building now owned by Purity Sweets Confectionery at Walnut and Center Streets.

One of the largest and most successful organizations of its kind in this area, its long range planning has been a great factor in the growth of the community. Present officers and directors include O. M. Keller, president; H. A. Bobrink, vice-president; E. G. Harry, secretary-treasurer. Directors: C. W. Dawson, H. A. Poellman, T. E. McLaughlin, Howard Shanks, Peter Reagan and Robert H. Nanz.

Member of: Federal Home Loan Bank of Indianapolis.
United States Savings and Loan League.
Savings and Loan League of Indiana.
Federal Savings and Loan Insurance Corporation.

were Pinkney James and Jesse Hunt. The institution was to have commenced operations in the latter part of November, 1834, with a capital stock of \$80,000. The branch at Lawrenceburg erected the elegant and substantial banking home on the northeast side of Short street between High Street and the Baltimore & Ohio Railroad, formerly occupied by the Peoples National Bank and now by the Indiana State Employment Security office. This bank, on the expiration of its charter, was succeeded by the Bank of the State of Indiana, a branch of which was established in Lawrenceburg, the business of which was carried on in the same building above referred to, and under the same regime, the latter being officered for some years by E. G. Burkam as president and H. K. Hobbs as cashier.

On August 5, 1863, was organized the First National Bank of Lawrenceburg by Walter Hayes, Joseph Hayes, Jr., Anson Marshall, Theodore Gazley, Carter Gazley, DeWitt C. Fitch, Ezra G. Hayes, Samuel Morrison, Isaac Dunn, Thomas Sunman, Samuel L. Jones, James C. Hayes and James C. Martin, with a capital stock of \$55,000. The banking business was carried on in the building located on Short Street, nearly opposite the building formerly occupied by the Peoples National Bank, was built of brick and two stories high, with the Masonic Lodge occupying the upper story at that time. This bank, on the expiration of its charter, merged with the City National Bank of Lawrenceburg in February, 1883, which suspended business in August, 1883.

On June 19, 1865, the old branch of the bank of the State was transferred into a national bank with a paid-in capital of \$200,000. Ezra G. Hayes was chosen president and L. B. Lewis the cashier. The county press at that time thus commented on this organization: "The large wealth, high moral standing and business qualifications of the owners, directors and officers is an ample and sufficient guarantee to the public for a confidence that may be reposed in the institution." The business of the bank was transacted under the name of the Lawrenceburg National Bank. In 1872, this bank was succeeded by a private bank styled the Lawrenceburg Banking Company, owned and managed by E. G. and J. H. Burkam, which in February, 1875, was succeeded by a private bank styled the Peoples Bank under the firm name of William Probasco, Braun & Company with a capital from \$50,000 to \$100,000.

On January 1, 1882, the Peoples Bank merged into the Peoples National Bank, with a capital stock of \$100,000, conducted under the same management and officered by Wil-

liam Probasco, president; H. Probasco, vice-president; Peter Braun, cashier, and Will Braun, assistant cashier, all men whose business qualifications were well known and appreciated, and who had the entire confidence of the city and surrounding country. This, the only bank of the city at that time, was carried on in the building erected by the Branch of the state bank. On May 5, 1890, the Citizens National Bank was organized on East High Street with the following officers William H. O'Brien, president; George C. Columbia, vice-president; Cornelius O'Brien, cashier, and Clarence Hunter, assistant cashier, and the directors included William H. O'Brien, August D. Cook, George C. Columbia, Jacob M. Bauer, Anthony Hassmer and Cornelius O'Brien. In 1905 the Citizens National Bank merged with the Peoples National Bank. Business was conducted at the Short Street location until in June, 1940, the Peoples National Bank moved into their newly erected building at the corner of Walnut and Center streets, on property where formerly stood the Nees Hotel.

Shortly after moving into the new location, the Peoples National Bank broadened its service by adding installment loan department, also school thrift department. The agricultural activities were broadened by the employment of an agricultural representative. Mr. Marvin Grimes, a graduate of Purdue University, at the bank now pursues a vigorous agricultural program, each year entertaining all 4-H members and leaders, future farm members and leaders, home makers and leaders over the entire county, the dinner being held in the Schenley Community Center with entertainment and dance following the dinner. Pure-bred Jersey, Duroc pigs are distributed to 4-H boys and girls and also calves for feeding purposes, prizes being offered each year to these owners. At the Dearborn County Fair each year the Peoples National Bank conducts a livestock show; a livestock judging contest is also held each year on some of the leading farms of the county at which time medals are given to the successful contestants. At the present the Peoples National Bank's assets are \$7,817,685.28 and its officers are: Cornelius O'Brien, Chairman of the Board; O. M. Keller, President; A. A. Koch, Vice-President, and E. L. Kirsch, cashier. Robert B. Keller is also Vice-President and Manager of the Installment Loan Department, Marvin Grimes is Assistant Cashier also Farm Representative and T. J. Ralston, Assistant Cashier.

The Dearborn National Bank was organized in this city on August 21, 1905 and opened its doors for the

transaction of business with the public about a month later with the following officers: President, A. E. Nowlin; Vice President, William Mitchell; Cashier, Lew W. Hill, and Directors were: A. E. Nowlin, William Mitchell, S. Tuthill, Fred Schmutte, H. A. Bo-brink, M. J. Givan and W. E. Stark. The capital stock was \$50,000.00. It did a prosperous business and was the means of furnishing the business public many accommodations that had been well appreciated. This bank was located on High Street in the Odd Fellows Building near the Fitch Undertaking Establishment. This bank was merged with the Peoples National Bank April 4, 1931 on a share for share basis.

The German-American Bank of Lawrenceburg was organized on December 4, 1905 with a capital stock of \$25,000, and the following officers and directors: President, V. W. Huber; Vice-President, Henry J. Bechtel; Cashier, A. V. Dietz; Directors were V. W. Huber, A. J. Hassmer, H. J. Bechtel, W. N. Hauck, George Schleicher, Henry J. Meyer. Dr. F. M. Mueller and William F. Busse. In the first ten years of the bank's operations they added to their surplus fund until it was practically equal to their capital stock which was the best sign of the bank's prosperity.

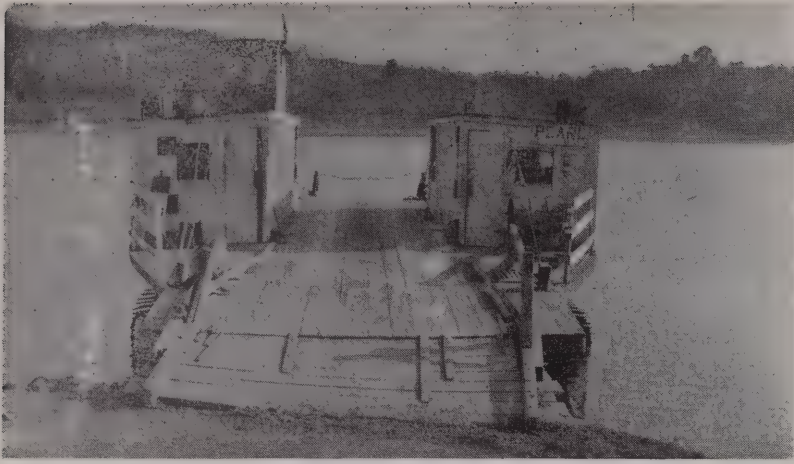
On December 5, 1917, the name of the bank changed to American State Bank. Mr. V. W. Huber served as president from the beginning of the bank until he resigned on April 11, 1906 when Mr. A. J. Hassmer was elected president and continued to serve in that capacity until his death on November 22, 1939. Mr. Louis F. Rodenberg was then elected president and served until his death on August 30, 1951, at which time Mr. Rodenberg was succeeded as president by Mr. A. C. Hassmer, who is serving as president at the present time. Capital stock of the American State Bank was increased to \$50,000 in December, 1946 and its most recently published statement shows Capital of \$50,000, Surplus \$50,000 and Undivided Profits and Reserve of \$61,587.07. Its present Assets are \$1,893,163.28. Among the outstanding services which this bank offers are a "bank from your car" service and gratis personalized checks for individual accounts. It might be mentioned that this is the only bank in Southeastern Indiana which has these banking services. The present officers of the American State Bank are: A. C. Hassmer, President; A. M. Schneider, Vice President; A. J. Hassmer, Cashier; T. F. Stahl, Jr., Trust Officer; and H. E. Bennett, Assistant Cashier. The present directors are: C. E. Bielby, A. C. Hassmer, A. J. Hassmer, L. B. Hassmer, H. Enos Jackson,

With pride and rejoicing we take this opportunity to join in the felicitations extended the community of Lawrenceburg on the occasion of its Sesquicentennial Anniversary --- 150 years of forward progress.

It is our fervent hope that the years to come will as richly reward our community in the spiritual and material treasures as it has in the past.

THE PEOPLES NATIONAL BANK

MEMBER F. D. I. C.



Remember PEARL—Lawrenceburg Ferry.

H. D. Reinking and A. M. Schneider. The bank still occupies its original quarters which were extensively remodeled in 1949.

The Dearborn County Loan and Building Association was incorporated on the 21st day of April, 1891 with a capital stock of one million dollars, and the following officers: Henry Hodell, President; Robert Killough, Vice President; Valentine W. Huber, Secretary, and William H. O'Brien, Treasurer. Directors were W. S. Fagaly, Samuel D. McElfresh, Lewis D. Daniel, A. J. Hassmer. In 1909 the capital stock was increased to one million five hundred thousand dollars. This association was organized at the Citizens National Bank building located on East High Street in the lower floor of the building formerly occupied by the Lawrenceburg Register. They moved from this location to their present location at 25 East High Street in 1905. Present assets of this association are now over \$2,077,000 and the present officers and directors are: Eugene C. Cappel, President; Carl W. Decker, Vice President; E. P. Hayes, Vice President and Assistant Secretary; Alfred M. Schneider, Appraiser and Director; Chester E. Bielby, Attorney and Director, and Richard A. Klepper, secretary.

The German Perpetual Building Association of Lawrenceburg was incorporated on August 9, 1894 with a capital of five hundred thousand dollars. The officers who were first elected were: C. Lommel, president; G. A. Kienle, vice-president; Julius Schneider, secretary, and Philip C. Braun, treasurer. Directors were: Frederick Kleinhans, Herman Hoefer, George Kunz, John Probst, Frank J. Henn, Ernest Eberhart and Samuel H. Collins. Its early business was conducted from an upstairs backroom in the building now occupied by the Purity Sweets Confectionery for about sixteen years when the office was moved to the Peoples Coal Company building where it has operated since.

The name of the association was changed to Perpetual Building Association during the first World War in 1917. The assets of the Association at the present time are now over four and a half million dollars. The present officers are: O. M. Keller, president; H. A. Bobrink, vice-president; E. G. Harry, secretary and manager; Ruth E. Zinser, assistant secretary and treasurer, while the directors are Charles W. Dawson, H. A. Poellman, T. E. McLaughlin, Howard Shanks, Peter Reagan and Robert H. Nanz.

The Progressive Building and Loan Association started business Wednesday, June 5, 1914. The first officers of this association were: President, John A. Bobrink; Vice President, V. M. O'Shaughnessy; Secretary, Henry Schneider, and Treasurer was C. Wm. Fangman. Directors were: H. J. Bechtel, Andrew L. Fox, A. F. Lommel, Dr. F. M. Mueller, A. V. Dietz, Henry Schneider and Joseph Feist. The association held its first meeting in what was then Peter Zins' shoe store in Newtown aside the Newtown Park; the office was then moved to Hartman's Confectionery Building at Third and Front streets and then to the rooms now occupied by the Chili Parlor in Newtown; the association met there regularly until about 1935 when their present building was purchased from Henry J. Bechtel. The building has since been modernized and the office is open daily for the convenience of their many patrons. Present assets are now over one million dollars and the present officers are: Jacob Stuber, President; Wayne J. Seitz, Vice President; Paul B. Houston, Treasurer. These officers together with the following compose the Board of Directors C. E. Bielby, Attorney and Director; C. A. Edwards, H. Enos Jackson and Edwin E. Lee. Ray C. Johnson is secretary of the association.

Postoffice

The records of the local Post Office go back to January 1, 1807 when

James Dill was appointed to serve as Postmaster. Dill, who was prominent in the early history of Dearborn County and also Indiana, was a native of Ireland. He was a friend and associate of General William Henry Harrison and General Arthur St. Clair. He married St. Clair's daughter. The first postmaster was a member of the Indiana Territorial Legislature and served as speaker of the House in that body. A member of the convention, which framed the first Constitution for Indiana, he was chairman of the committee on impeachments and the militia. Dill was succeeded as postmaster by Samuel C. Vance, founder of Lawrenceburg and was appointed October 1, 1811. He served until December 11, 1811 when another prominent man in Lawrenceburg's early history succeeded him. He was Isaac Dunn. Successors to the first three postmasters for this city and the dates of their appointments are as follows: James W. Hunter, June 6, 1829; Jesse Hunt, September 25, 1835; James H. Lane, July 11, 1838; Arthur St. Clair, July 3, 1840; Ezra Ferris, June 11, 1841; Aaron L. Goble, June 19, 1845; Amos Lane, February 12, 1845; Wallace Law, December 25, 1848; John Ferris, June 6, 1849; Francis Jackson, May 13, 1853; Francis Riddell, October 24, 1857; John Ferris, March 19, 1861; James F. Vaughan, October 16, 1865; Thomas J. Lucas, December 21, 1880; William Huber, December 5, 1885; Thomas J. Lucas, July 24, 1890; (at this time the spelling was changed from "Lawrenceburgh" to "Lawrenceburg", the "h" being dropped from the word); George S. Columbia, August 3, 1894; Archibald Shaw, July 7, 1898; Ezra P. Hayes, May 29, 1906; Albert Spanagel, May 19, 1914; John Stahl, March 2, 1923; Harry R. Hayes, July 1, 1932; Albert Spanagel, August 22, 1935, and Bernard McCann, July 1, 1943. Mr. McCann is serving at the present time. Lucas and Spanagel served as Postmaster at two different times, with an interval in between their terms.

For a number of years the Lawrenceburg Postoffice was located on Short Street, next to the building formerly occupied by the Peoples National Bank and then moved to the Masonic Building on E. High Street, in quarters now occupied by Leo's Store. When the late Harry C. Canfield of Batesville was in Congress representing the Ninth District of Indiana, a movement was started for a new Federal Building for Lawrenceburg. Before the efforts were realized, Eugene B. Crowe of Bedford succeeded Canfield and Mr. Crowe got the grant for a new postoffice. The estimates for a site and building was

BOBRINK'S GROCERY

THIRD & MAIN STS.

LAWRENCEBURG

PHONE 171



John A. Bobrink has the distinction of being Lawrenceburg's oldest active business man. At 87 he can be found with his apron waiting on the trade he started serving in, 1891—sixty-three continuous years in the same location.

It all started in 1812 when Omer Ludlow settled here and in 1818 built the two-story brick house which, in 1840, was converted to a grocery store by H. R. Helmuth & Sons. This venture sold in 1889 to Captain Simm and his son, Harry, who after little more than a year sold to Mr. Bobrink.

In the 1890's and early 1900's Mr. Bobrink's trade was in groceries and tobaccos—plug and cut tobaccos and cigars. The tobacco business nearly equalled the grocery business. Vegetables were sold in season only. Orders were taken on foot and delivered by horse and wagon until Bobrink purchased a Ford truck in 1910. The only telephone in town was at Ferris Drug Store, High and Short streets; the second was at Bobrink's Grocery.

In 1902, during a six-months period only, one pack of cigarettes was sold to a dude from New York—they were "Camels". Mr. Bobrink still uses the original 1818 lock on the front door. Eggs then were 3 dozen for 25c; butter 10c per lb.; bacon 3 lbs. for 25c; round steak 2 lbs. for 25c.

Today, Bobrink's Grocery continues on—a complete modern Serve Yourself Market—which continues to keep abreast of the times.

placed at \$55,000. The low bidder for the project was Carl Westberg & Company of Chicago at his figure of \$40,000. Work on the new building was started October 16, 1934 and the dedication was held Saturday afternoon, November 9, 1935. A platform was erected in front of the building and Congressman Crowe and Prof. Jesse W. Riddle, superintendent of the Lawrenceburg City Schools, were the speakers. Mayor Arthur Ritzmann represented the city and a concert was given by the Lawrenceburg High School Band. The Rev. J. Roby Oldham, pastor of the Beecher Presbyterian Church, gave the invocation and Rev. H. R. Page, pastor of the Hamline Chapel Methodist Church, the benediction. The Lawrenceburg Business Men's Club provided funds for the band concert, the erection of the platform and other incidentals.

In the disastrous flood of January and February, 1937, the building was submerged, causing great damage to the structure and the furnishings. While repairs and renovation was taking place, the Postoffice operated in the main office of the Old Quaker Distillery in Greendale, which was not under water. As all communication was cut off by rail and highway, the first mail to leave Lawrenceburg was dispatched by plane. Piloted by James Hennessy the small ship took off from Tebbs Avenue in Greendale and also from a small level spot of ground north of the street. As no stamps were available when the temporary postoffice was first set up, the mail was dispatched as "flood mail collect." Later these envelopes were in great demand and collectors made much effort to secure some of them. Millions of dollars of Internal Revenue stamps for the local distilleries, which were stored in the vaults in the basement of the postoffice were removed to the Old Quaker Distillery office under the direction of Will Smith, Indianapolis, collector of internal Revenue for Indiana, before the postoffice was inundated. The repair and renovation of the postoffice after the flood required considerable time and much money. Hardwood floors, doors and all furniture had to be replaced, and the interior and exterior of the building painted. All records were lost in the water.

After the postoffice proper was completed and repeal came about, offices for the Internal Revenue Department and the U. S. Customs were established in the basement of the building. The Customs office handled mostly imported whiskey from Canada, principally for the Joseph E. Seagram & Sons Distillery. Revenue has run as high as thirteen millions of dollars annually at this office. Receipts at the Internal Revenue office

are much greater and in several instances exceeded a million dollars in one day. This great volume of revenue is paid by the local distilleries, Seagram's, Schenley and Walsh.

When the late John Stahl was postmaster, the office became First Class, due mostly to large mailings from the Standard Vehicle Company, then in the mail order business, and from the Rossville Company, manufacturers of commercial alcohol. When the mailings dropped off the office reverted to Second Class and remained in that class until July 1, 1945. Since that date the annual receipts have been constantly increasing and for the calendar year 1952 were at an all-time high. Heavy mailings from the Schenley Distillery, mostly Penicillin, have done much to increase the receipts. Industrial expansion in the community also has been a contributing factor. This expansion has increased business and the population.

County Fairs

The first Dearborn County Agricultural Society, forerunner of our modern Fair Association, was organized April 10, 1852. The first officers were Seth Platt, president; Dresham Dunn and John D. Johnston, vice-presidents, and Francis Worley, secretary. The first annual fair in Dearborn County was held at Manchester, October 27, 28 and 29, 1852. In that year the society numbered 125 persons. The receipts for the Fair that year amounted to \$261.75 and the expenditures \$113.53, leaving a balance in the treasury of \$148.22. Fairs were held at Manchester until 1856. In the latter year the Dearborn County Fair began at Aurora. The society leased a piece of ground containing nine acres, the site now occupied by the Aurora City Bank, for five years, and had the ground enclosed. By 1858, the society had increased to 600 members. The Southeastern Agricultural, Horticultural and Mechanical Association was organized March 4, 1869, and was a re-organization of the Aurora Fair or the Dearborn County Agricultural Society with a stock company in charge. The first fair of the new organization was held September 7, 8, 9, 10 and 11, 1869. The receipts for the Fair were \$2,210.10 and the expenditures, including premiums and work on the grounds, \$2,213.00. From the above figures, this first Fair lost \$2.90. This organization continued to function until 1880, when it disbanded.

The Lawrenceburg Agricultural Association was organized in 1879. The men interested in the movement took out a charter and the first fair was held in the old Fairgrounds at the extreme end of Center Street in Lawrenceburg in October, 1880. There was no race track connected with the

grounds, so the fair board leased and finally purchased eight acres of land upon which a race track was built. The track was built in 1880 by Engineer Henry Fitch who laid out and graded the half-mile dirt track which was destined to be one of the best and fastest half-mile tracks in the country. Probably no more misfortune ever was heaped on an organization of public spirited men than on the Fair Board—for in 1881 and 1882 fire destroyed every building on the grounds and in 1881, 1882 and 1883 water destroyed everything on the place which had been rebuilt. All of this destruction demanded a larger outlay of money which compelled the association to go into debt. John Moody will be remembered by many as the ever popular ringmaster, who served in that capacity for about 25 years. He was succeeded by the late Magistrate John Probst, who served as ringmaster until the association discontinued having fairs. The first charter was for 20 years and was renewed in 1900 for another 20 years, running until the fairs were discontinued.

The late William H. O'Brien was a member of the Fair Board from its inception in 1880, and served through the years in the various offices of president, secretary and treasurer. The Fair began to drag a little and some new blood was taken into the organization, with the result that about 1910 the fair was put back on its feet by Cornelius O'Brien, who served as secretary for several years. The Fair continued to operate under the renewed charter, closing with the fair of 1917 on account of World War I. The last officers of the old fair board were George Kunz, president; Estal G. Bielby, secretary, and Cornelius O'Brien, treasurer. There was no fair in Lawrenceburg in 1918, 1919 or 1920, but in 1921 a man by the name of Zener of Indianapolis undertook a fair featuring auto racing on the track. In 1922 David McAllister Post, American Legion Amusement Company, with Dr. George F. Smith, president; Ernest E. Elder, secretary and Anthony C. Hassmer, treasurer, took over the fair grounds and have since successfully conducted the Dearborn County Fair.

Each year the American Legion operated the fairs and along came the 1937 flood. Many buildings at the fairgrounds were either wrecked or washed away. Even the grandstand suffered quite a bit of damage. As soon as the Legion Home could be cleaned up a wee bit, Commander Carl B. Stauss called a meeting to be held there on Tuesday night, February 16. Therefore, to the David McAllister Post No. 239, The American Legion, went the honor of being the first organi-

PURITY SWEETS CONFECTIONERY

WALNUT & CENTER STS.

LAWRENCEBURG, IND

The Purity Sweets Confectionery was established in Lawrenceburg February 12, 1936 by Charles P. Zaharako of Columbus, Indiana. He purchased the confectionery at 212 Walnut Street, known as Lommel Bros., which was at that time owned by Miss Grace Walker.

Mrs. Stamatena Zaharako, mother of Charlie and better known as "Mom" by the community worked with her son in the new venture and on May 5, 1936 her son-in-law, Christos P. Harritos, better known as Chris, joined the firm as a partner.

Young and ambitious the two partners at once gained favor for their products, the friendly atmosphere around them and their sincere desire to become a part of the community.

From the beginning their policy was to conduct the kind of a business which they would be glad to have their own children frequent. Never have their premises housed a game of chance or a gambling device, and they have insisted through the years on proper conduct. This has won them the respect of the community.

January of 1947 saw them moved to their present location. After purchasing the building from the Lang estate and making extensive improvements it has become a mecca for young and old and draws many patrons from neighboring communities.

Charlie, Chris and Mom are now a solid part of the community and all have established homes here. Charlie and Mrs. Zaharako have four children, Stella, Peter, Thomas and Steven, and Chris and Mrs. Harritos have four children, Peter, Diana, Patricia and George.

Purity Sweets have played an important part in the life of our youth and it can well be expected they shall continue on through the years to be a solid part of Lawrenceburg's future.

(Written by a Friend and Customer)

zation in this city to hold its regular meeting in its own club rooms. Conditions were not so rosy as in the past, although thirty members were present to see how the "Home" came through the flood. Much damage was done to the interior of the building, especially the floors, plaster, radiators and woodwork. Much business was discussed, especially regarding the use of the Home by the American Red Cross as their headquarters. Last but not least, a definite understanding was reached that the Dearborn County Fair would be held as usual during the last week in July, 1937. Much reconstruction work had to be done, but the fair operated as usual. Fairs were held at the old fairgrounds at the extreme end of East Center Street until the year 1941.

At that time the city of Lawrenceburg had successfully planned, with government aid, to construct a higher and more protective levee. This improvement was surveyed to take in the greater part of the old fairgrounds. This meant a new location was to be acquired, and the Fair Board decided upon the present site of the Dearborn County Fair Grounds on U. S. Route 50. The work of moving buildings, and constructing new ones in the new fairgrounds began with Frank Taylor in charge, and grading of the new one-half mile race track was undertaken.

Successfully accomplished the big dedication program was held and the fair was staged in 1941 without missing a single year because of the change of location. A canvas grandstand with bleacher seats was rented

for several years until the present grandstand was built.

Former Governor Schricker was to deliver the dedicatory address, and acts or specialties from all the surrounding towns in adjacent counties was planned with Earl Huffman as chairman in charge. Leonard Haag was the fair secretary at the time.

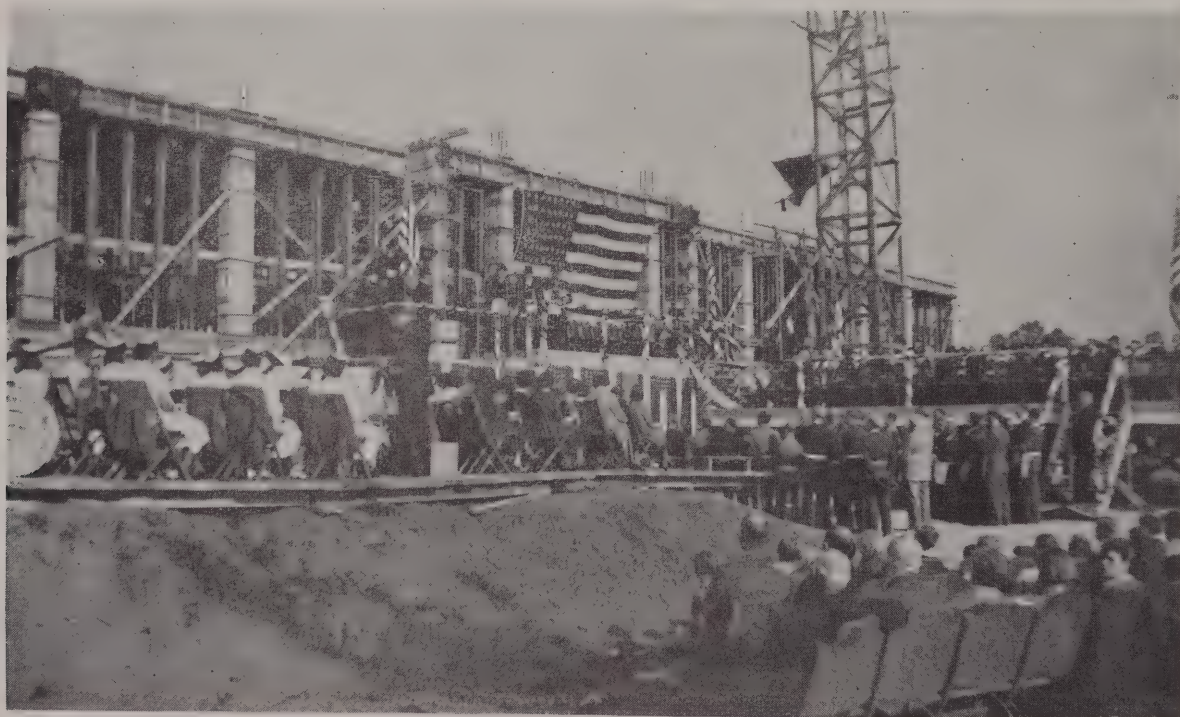
The big night arrived, and with it came one of the most terrific thunder storms in many years, which struck the area about an hour before show time. The race track became a sea of mud. The crowd that was expecting to come, was greatly reduced. Many acts from the communities never arrived. The governor waded through the mud and the small crowd that was assembled stood in the Art Hall. There the dedicatory address, much shorter than planned, was made by Governor Schricker. Only two acts could be presented. The crowd enjoyed it all. Thus the new fairground was dedicated, and the fairs continued on year after year to the present time—all successful. A new modern grandstand was completed in 1946 and the grounds were beautiful and completed. Just several weeks ago, or to be exact, August 1, 1953, the Fair closed its gates for the Legion's 32nd Annual Event. The Indiana selection of Mrs. America took place on the closing night. The winner selected by the judges was Mrs. Jeanne Vaughan of Lafayette, Ind., and the second, third and fourth places went to Mrs. Margaret Ross of Fort Wayne, Mrs. Norma Lee Watts of Lawrenceburg and Mrs. Jean Wadsworth of Aurora, respectively. The BILLBOARD

magazine selected the Dearborn County Fair as the nation's typical Fair in 1952, and the state contest to determine Mrs. America was awarded the local fair as a result.

SPORTS

At the close of the Civil War, baseball was first given its impetus in Lawrenceburg, and the organization of teams played to a recognized set of rules made. No doubt the old game of "rounders" was played many years before this in this city. The first teams were recruited from the employes of the Woolen Mills located on West High Street. There were two teams, First and Second. Here is the lineup of the first team of 1865: Wm. Truitt, Lou Foster, Dave Blaisdell, Supt. Clark, Maycock, Cafey, Bill Garrett, J. Skelton and J. Liddle. The '70s saw that famous club, the Clippers, cavorting on the diamond. In that outfit were: Bill Christopher, Sim Alfred, B. Wilhelman, B. Beckman, West Lamping, J. Isherwood, Fletch Haines, Harry Wheeler, Henry Fichter, Mack Tout, William O'Brien, B. Hodell, Charles Spooner, Bill Spooner and Warren Watts.

It required a fearless man to catch in the days before the mask and heavy catching glove. Sometimes a thin glove was used by the catcher with the fingers cut out which offered little or no protection to the hands and which were often swollen and bruised from swift pitching, to be reduced by applications of lemon juice or iodine. Mack Tout used one of the first "masks"—a hard rubber mouth-piece held between the teeth supposed to give protection to that



Dedication of New Lawrenceburg Consolidated High School

LAWRENCEBURG GAS COMPANY

212 Walnut Street

Lawrenceburg, Indiana

The Lawrenceburg Gas Company is one of the oldest, if not the oldest corporation now operating in Lawrenceburg. It was incorporated May 5, 1868 and has been in continuous operation as a corporation since that time. The Lawrenceburg Gas Company was founded by a group of local business men headed by George W. Ewing.

This group of men constructed a coal gas plant at First and Shipping streets and began distributing manufactured gas in Newtown in August of 1869. It is of interest to note that the gas at that time had just half the heating value of today's natural gas and sold at five times the price of today's gas.

The ownership of the Lawrenceburg Gas Company has changed several times since its founding. In recent years, the Federated Utilities Corporation of Battle Creek, Michigan operated the company, and following this ownership the Central Public Service Company of Muncie, Indiana operated the property. In April of 1936 Mr. A. R. Stryker purchased the property from Central Public Service Company and moved to Lawrenceburg to take over active ownership and management, having spent his entire life in the gas business and most recently having been with the Cincinnati Gas & Electric Company of Cincinnati, Ohio.

A program of rehabilitation had barely begun when the disastrous flood of 1937 struck the city, and, of course, the Gas Company suffered heavy losses. A new type of plant was constructed at First and Shipping Streets in 1939-40 and continued operation until the fall of 1943.

In the fall of 1941 a pipe line was constructed to the City of Aurora, and in June of 1942 the requirements of Aurora were supplied by the Lawrenceburg Gas Company on a wholesale basis to the Indiana Gas & Water Company, Inc. owners of the distribution system in Aurora. A second new type of plant was put into operation in 1943, due to the continued growth and expansion of the company.

In 1948 a natural gas pipe line extending from Carthage, Texas to Lebanon, Ohio was proposed by the Texas Gas Transmission Corporation and permission sought from the Federal Power Commission for the construction of the line. The Lawrenceburg Gas Company successfully intervened and was given a Certificate of Public Convenience and Necessity and a firm allocation of a substantial amount of gas. The Texas Gas pipe line was completed in February of 1950, and the Lawrenceburg Gas Company, after constructing an 8" transmission line from the intersection of routes 48 and 148 into Greendale and Lawrenceburg, began natural gas service to this community on March 6, 1950.

In 1952 the Texas Gas Transmission Corporation obtained the necessary certification from the Federal Power Commission to essentially double its capacity by building a second transmission line, and again the Lawrenceburg Gas Company successfully intervened and was awarded an additional amount of firm gas and a large quantity of industrial gas for the use of our present large industries and as an incentive for other industries to move to this area to take advantage of natural gas where the use of gas is important in their respective processes.

Because low cost natural gas is in such great demand, the Lawrenceburg Gas Company will continue to expand its facilities to keep pace with a rapidly growing community.

part of the face. It is said, according to the older records, that Mack once stopped a foul tip on this "mask" which knocked him cold. About a pint of whiskey was injected into him to revive him. When Mack became conscious, he promptly yelled for more of the "joy juice", but was refused for he was needed to finish the game. The Clippers played much ball in the Fair Grounds when the quarter-mile track was inside the levee, then a low bank.

The '80s saw the great battery—Scudder and Miller—playing for the Miamis. The grounds used were east of the race track and one near where the Frohlicher Shoe factory formerly stood in Newtown. This was also called the home of the Lawrenceburg Grays. Playing was resumed in the Fair Grounds when the little race track was dismantled and the half-mile track built. Baseball in Lawrenceburg suffered a relapse until the late '90s when it gained new impetus with the organization of the following teams: Cliff Wade, Carlos Tout, Ed. Taylor, Harry Wade, George "Big Six" Taylor, Al Leake, Harry Watts, Nick Knorr, Bill Leake, Paul Lemuel, B. Ross and C. Watts. With some changes this team lasted until 1903 when the Dearborns were organized and played at Polktown at the extreme West end of Center Street. With the fade-out of this outfit in 1904, the organization of the factory teams started, bringing out men of more or less ability.

Out of the factory league was formed the club that played the Cincinnati Reds, the famous Bloomer Girls team and others at the Rossville grounds—these grounds being located behind the Oester Saloon which formerly stood on property now occupied by Seagram's parking lot on Ridge Avenue, opposite the Seagram office. This does not seem so long ago but in reality it was back in 1907. Much could be written in these pages about Sports in Lawrenceburg but for the record would like to mention a few outstanding players such as Kirtley Baker, Walter "Wat" Justis, Abraham, Caldwell, Yeager, Lutie "Spide" Aylor, Furness "Kid" Aylor, Paul Lemuel, Arch (Bear) Batchelor, Henry Stoneking, Al Leake, George Boehler, Ed Tafferty, Nat Frankel, Ed Christian and that famous grounds-keeper of all time, Ed. Genter. Joe Noppert also had a team in the field in 1928 when he managed the Lawrenceburg Cardinals.

The Lawrenceburg team won three cups for efforts in contests in 1928. One large cup was the Baseball Championship which was won by the Lawrenceburg Baseball Club and bore the following inscriptions: "George F. Eyrych, Jr. Cup—Presented to Law-

renceburg Baseball Club, Champion K.I.O. Baseball Association 1928. Another cup was presented to the Lawrenceburg Baseball Club and bore the following inscription: "Presented by the John A. Spinney Sporting Goods Company to the Lawrenceburg Baseball Club—Champions of the K. I. O. Baseball Association, 1928. The third cup bore the following inscription: "Fifth Annual Holiday Tournament, Y. M. C. A., Greensburg, Ind., 1928" with the names of the following on the reverse side of the cup: D. Trestler, B. Johnson, C. Bonfer, K. Armstrong, T. Fitch, H. Meeks, J. Sasser, J. Wilkins, J. Hancock."

When it came to tennis, the first swish of the racquets was heard in Lawrenceburg about 1890. The first courts were in the Fair Ground, then in Germantown where Fred Rupp's Greenhouse formerly stood and then to various parts of town. Among the first players who trod the courts might be mentioned: Carrie Colt, Bessie Hunter, Belle Moore, Fannie Braun, Mrs. E. J. French and Messrs. Charles Stapp, Philip Braun, Robert Colt, Warren Hauck and Ed. Ransdell.

Miniature Golf never started in Lawrenceburg until 1930. At that time two courses were established in Newtown—one belonging to Victor Oberling on the vacant lot on Third and Front streets, the course being named "Red Robin." The second course was also installed in Newtown by Mr. Wm. Johnston on a roomy lot on the South side of the Newtown Park.

Lawrenceburg has never fostered amateur boxing to any extent, all activities being with professionals or semi-pro. The first bout of any importance was in the late 80's between Cap. April and E. Schonegg which was held at the State Line. Among the old timers who liked to lace on the gloves were: Cap. April, Jack Graham, Ed Genter, Plucky Wesler, Fred Allen, Lou Richards, Jean Caldwell, Emil Schonegg, Ora Slater, Charley Dawson and Dick Abraham; of a later era are also Battling Wells, Gamber Armbruster, Weber and "Jan" Jackson. It is on record that Kid Heidel and Battling Wells fought a ten-round draw in the Red Mens' Hall in Aurora on Tuesday, April 23, 1912.

Football fairly burst upon Lawrenceburg in 1899 and this city's fame as a good football town dates from that time. The game had all the rough features at this early age and every fellow was considered quite a dare-devil who had the courage to try out for a team. The following is almost a complete roster of Lawrenceburg's first eleven, the old L.A.C.: Willis Gatch, Paul Lemuel, George Gould, A. Dietrich, George Dietrich, Al Leake, Bill McCartney, Walter Justis, H. Bartholomew, Wm. Siemantel,

Ed. Hartman, Bill Casper, John Bumert, Bill Leake, Carlos Kepner, Ed. Gruver, F. Ullrich and Charles McCartney.

This team averaged about 175 pounds, and played at the Fair Grounds. The first year was not very successful and the outfit underwent many changes in the succeeding years until the famous 1903 team was formed, the team that did not lose a game throughout the season. Games were played in the Polktown field. The complete roster at that time was: Al Gerkin, Warren Sortwell, Ed. Yeager, J. Abraham, Howard Moore, Bill Schwing, Randall, E. Albright, F. Albright, Emmett Kennedy, Jack Kennedy, Walter Justis, Jack Caldwell, R. Walser, H. Bartholomew, Harry Hooler and Ted Gould. This team averaged 150 pounds.

The year 1907 saw the appearance of that other famous bunch of grid-iron wrigglers, called the Warriors, who held sway two seasons and composed of the following: Charles Henry, Esby Bruce, Ed. Yeager, John Abraham, Walter Hooler, Leo Seitz, Carl Burkhardt, Elmer Kestner, Jack Caldwell, Biddle, Gompf, B. Kirtley, Heck, Bill Schwing and Boehler. It is said that Charles Henry and Esby Bruce were undeniably the fastest pair of ends in Lawrenceburg history. Bruce received injuries in almost every game because of his terrific efforts and always came back for more. The Tigers came clawing at the heels of the Warriors in 1909. The Tigers team consisted of Lawrence Tschaenn, Bob Laws, Eddie Weiss, Bob Sortwell, Lafe Perpington, Fred Sturm, Wilbur Bryant, Garnet Crontz, Clarence Kreinhop, Fred Schwing and Benny Whitaker. The Tigers continued until 1916 when the last game was played. This was the last independent football team in Lawrenceburg until several years ago.

The 1906 High School football team consisted of Fred Nees, Elmer Kestner, George Roberts, DeWitt Shaw, Walter Lommel, Elmer G. Harry, Raymond Kiltbau, Jesse Hansell, Al Ritzmann, Guy Fagaly, Clyde James, John Beinkamp, and Harvey Wood. The eleven that took to the field in 1909 ran the 1906 team a close second and this team was composed of Elmer Harry, Charles James, Tad Geisert, Dan Kennedy, Raymond Kiltbau, George Givan, Carl Eberhart, Charles Sauers, William Barrott, Arthur Ritzmann and Emery Knippenberg. In 1910, the same team played with the exception of James, Harry, Kiltbau, and Geisert and with the addition of Dorman Sims and Ed. Frederick. The following was the lineup in the game with Woodward High in 1911: C. Leiendecker, Frank Glockner, Gilbert Randall, Howard Enyart, Wm. Bihr,

THE JUNKER FURNITURE STORE

125 Walnut Street

LAWRENCEBURG, IND.

Phone 450

One of the oldest retail establishments in the city had its beginning in 1904 when Charles Junker, who had been in the confectionery business, purchased a small furniture store from W. E. Chamberlain. Thus its slogan of "A Furniture Store Since 1904" has endured throughout 49 years of prosperity, depression, floods and hardships.

"Charles Junker, Furniture" began at 7 West High Street in the space now occupied by Droschia's restaurant. As business thrived, Mr. Junker soon leased the adjoining area at 5 West High Street, the Jack & Jill Shop's present location. Both these store spaces were then owned by the Judge Warren N. Hauck estate.

By 1924 the business had outgrown its quarters and Mr. Junker purchased the E. P. Dober building on Walnut Street, the site of the store's present location. Extensive remodeling was accomplished during the spring and summer of that year and in the fall the store was moved to its new home.

This building evidently has an interesting and historic background, much of which cannot be traced. At the time of transfer, the lower floor was a clothing store and tailor shop and the second floor was used for living quarters by the Dober family. A heavy layer of powdered charcoal used under the third floor indicates that at one time machinery of some nature had been operated there and the charcoal used as the only then known means of sound insulation. It is one of the best constructed buildings in the city.

Mr. Junker continued to prosper until the disastrous flood of 1937. With 7 ft. 8 in. of water on the second floor, his loss of merchandise, damage to the building and later outstanding accounts was terrific. During the height of the flood Mrs. Junker died at the home of her daughter, Mrs. R. E. Swanson, in Greendale. The shock of the flood loss and his wife's death soon took its toll and Charles Junker passed on in June of the same year.

The business then became known as the Junker Furniture Store in his memory, with his daughter and son-in-law, Mr. and Mrs. R. E. Swanson, as owners. Mr. Swanson at that time had been Chief Engineer at A. D. Cook, Inc., for 14 years. He continued in that capacity until the end of 1938 at which time he left the Cook Company to make the furniture business his life work.

Since the 1937 flood the building has been improved into a better than ever condition and the enterprise has continued to flourish, thanks to many loyal friends and customers.

A great portion of the success of the store down through the years must be given to Harry Warburton, Mr. Junker's brother-in-law. He was with them in the confectionery business and for the 49 years of the furniture store's existence. His hard work and loyalty down through the years might well be an example for all.



The Original Presbyterian Church, Built in Lawrenceburg in 1832

Wm. Glockner, Howard Shanks, Ed. Frederick, John Terrill, Wesley Randall and Alvin Eberhart. Alvin Null was the Field Judge and Ted Gould, referee. The Lawrenceburg Arrows were granted use of the Fair Grounds for the season of 1912—that team consisted of Jacob Kinzer, Heck, Bihr, McAdams, Eberhart, Harry Kinzer, Harry Schneider, Frank Dayton, Manford, Krieger, Lommel and Elmer Bulthaup. The team was under the efficient management of George Koetkemeyer. This team was the pennant winner of the National League that year.

Before we close our subject on Sports let us mention briefly a few highlights about Basketball. The first high school team was organized in 1916. The lineup for that team was Vesenmeier, forward; Carl Haag, forward; Howard Lowe, center; Gabriel Schusterman, guard; Everett Newhouse, guard, and Warburton, substitute. It might be stated that away back in the fall of that year (1916) before work on the Short Street gym had been started, the boys and girls of L.H.S. began to take an interest in the game. An old court was fixed up in the school yard and those interested began to

learn the rules of the game. Many a hard fought game was played in the afternoon after school. The girls' games were particularly interesting. Then the gymnasium was built. After that the fellows were formed into two teams, first and second, coached by Mr. Burlingame, and the girls into class teams, coached by Miss Braun and Miss Davis. A schedule was arranged for the boys' team, and games were played with all the teams around Lawrenceburg, most of them resulting in favor of L.H.S. The first successful coach at the school was Harold H. Newgent, whose team won Lawrenceburg's first sectional in 1927 and repeated in 1928. Lawrenceburg also won sectionals in 1931 and 1932 when "Bud" Bateman, the present coach, was a member of those teams. Coach Harold Benedict's team won in 1937, 1939 and 1940; also won first game in Regional play. So far "Bud" Bateman's teams have won six sectionals and four regionals, going to semi-finals at Indianapolis four consecutive years.

Independent basketball was also played at St. Lawrence Auditorium by St. Lawrence team on Sunday afternoons several years ago. One of the more outstanding independent teams

was Carroll Hopper's All-Stars and they had here such teams as the Harlem Globe Trotters and Bill Spivey's pro-club. The Aurora Merchants team was composed of former players from Lawrenceburg and Aurora. Junior High teams were organized in Greendale, Central, St. Lawrence and Homestead when they had 7th and 8th grades. First Junior High tourney was held in 1929. These tournaments are being still carried on in the Greendale gymnasium.

How Tanners Creek Got Its Name

Every little creek, or large one, too, for that matter, that empties into the Ohio river has a history in connection with the way it received its name. Frequently some tragedy of the early days gave the name. Often the character of the stream gives it its name. Hogan Creek is credited with its name on account of the two brothers by the name of Hogan who were killed by the Indians on its banks back before the settlement had ever been undertaken. Wilson Creek received its name, it is claimed, for the same reason. A man named Wilson lost his life by Indians along its banks. Tanners Creek, however, is named for another cause. The town of Peters-

Ritzmann's

1915

LAWRENCEBURG, IND.

1953

The Ritzmann Ice Cream Company has been in existence for the past 38 years and has always been owned and operated by members of the Ritzmann family. The original purchase was made by W. F. Ritzmann, the father of the present owners, April 26, 1915 from W. B. Gallemore, pioneer in the ice cream business. He had built and operated the present plant for several years prior to the sale. His original plant was a small frame building on the west side of Charlotte Street, where a blacksmith shop once stood.

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In the early years the ice cream was frozen in a forty quart brine freezer and hardened in five gallon metal cans. These were packed with crushed ice and rock salt in large wood cabinets. It was necessary as the ice melted to drain these cabinets and re-ice them, twice daily. The daily consumption of ice was about twenty tons. The ice cream was delivered to the customers in large wood tubs. All deliveries were made by horse drawn wagons.

After mechanical refrigeration was used the ice cream was frozen by placing it in cork insulated hardening rooms.

The next improvement was mechanical freezing on a continuous freezer replacing the brine freezer. This type of freezer is still used by all commercial ice cream manufacturers. Today the paper containers and cartons have replaced the metal cans and dry ice is used for packing ice cream.

In the spring of the year 1923 a two story brick addition was added to the building. This was built for a creamery which was operated from 1923 to the time of the 1937 flood.

In April 1936 dairy equipment was installed in the creamery building and a retail milk route was established in Aurora. Many improvements have been made since then in the handling and processing of milk.

We feel that we owe a lot of our success to the faithfulness of a number of our employees who have been with us for years and to the peoples of this community. We are indeed thankful that we have had the privilege of living and operating a business in progressive Lawrenceburg.

burg, Ky., just across the Ohio river from the mouth of the creek, is among the oldest towns in the state of Kentucky. There was a stockade there back as early as 1785, two years after the Revolutionary War. Rev. John Tanner, a Baptist preacher, made a settlement there as early as 1784, and at the time of the treaty with the Indians at Fort Finney in 1785, the commissioners appointed to make the Treaty mentioned a stockade as "being on the opposite side of the river some four miles below" to protect a number of families who had settled there. In 1790 John Tanner, a boy about nine years of age while over on this side of the river about the mouth of the creek, was captured by the Indians, and in 1791 his brother, aged about 15, was captured at about the same place. But Edward managed to escape two days afterward and succeeded in getting back home. The Indians told Edward of the fate of his brother, but otherwise he was not heard of for 30 years afterward when he was found acting as an interpreter and employed by the Government offices at Sault Ste. Marie on Lake Superior. The Founder of Tanners Station, Rev. John Tanner, father of the two lads, it is said, years afterwards moved to New Madrid, where he died. But the tragedy of the little Tanner boys had the importance of giving to the stream its name. And it has so remained.

Newspapers In Lawrenceburg

The 1875 Atlas of Dearborn and Ohio counties recount various steps in the early newspaper history of the county. The facts are reproduced here from that source also from other information that we have able to gather later.

First newspaper published in Lawrenceburg was "The Dearborn Gazette" founded in 1820 by B. Brown; subsequently a Mr. Langdon of Cincinnati established the "Indiana Oracle", which previous to the year 1823 consolidated with the "Gazette" under the name of "Indiana Oracle and Dearborn Gazette", Dunn and McPike publishers. This paper was succeeded in 1826 by the "Indiana Palladium", published by D. V. Culley and Milton Gregg, who continued its publication until 1837 when Mr. Culley was appointed to a position in the Land Office at Indianapolis.

Meanwhile, in 1833, Mr. C. F. Clarkson and D. S. Major established a newspaper, the name of which has become obliterated, and which was published only a short time. In 1837, Mr. Gregg changed the name of the "Palladium" to the "Political Beacon" which continued until 1844, when he sold out to Messrs. Dunn and Watts.

"The Lawrenceburg Press" was started in the year 1850 upon the

ruins and with the plant of its predecessor of 1849, "The Western Statesman" by Henry L. Brown and James E. Goble, with Oliver B. Torbett as its editor. Rev. W. W. Hibben and Bascom Hibben, before that had a collaborated school in a building opposite the courthouse where afterwards the Lawrenceburg Woolen Mills was located and later by the Johnston-Klare Furniture factory. The school failed. The Republicans ran W. W. Hibben for County Clerk against Cornelius O'Brien, father of the late William H. O'Brien. He was defeated and out of sympathy Messrs. Omer Tousey, Edward Tate and George B. Sheldon went security and bought the Press office for Mr. W. W. Hibben. J. B. Chew became foreman for Hibben, but Hibben had no business ability whatever and after a year owed Mr. Chew so much that he was glad to turn the office over to Mr. Chew and go back to the ministry. In November, 1878, J. P. Chew sold the Lawrenceburg Press to Mr. J. E. Larimer and removed to Xenia, Ohio.

The January 8, 1951 Centennial Edition of The Lawrenceburg Press reports on authority of published history and reminiscences, that Mr. Chew sold the Independent Press to E. F. Sibley April 12, 1856 and the property was merged with the Aurora Standard and later was closed. Its tradition was immediately taken up, however, and in the next few years the newspaper was published in Lawrenceburg under a variety of names and publishers. In 1864, when on June 8 Lyman Knapp became its publisher and named it the Union Press, it had had five publishers since Mr. Chew had stepped aside. Says a history, "Mr. Knapp's Press firmly adhered to the cause of the North and supported the Union, urging a vigorous prosecution of the war and the abolition of slavery."

The name was changed to the Lawrenceburg Press, the present name, on July 4, 1867, and was sold to Mr. Chew, referred to above, soon afterward. He conducted the Press until June 27, 1878 when he sold it to Mr. James E. Larimer, as mentioned above. Samuel Chapman who had joined the paper as a printer, was foreman or manager from 1860 until Mr. Larimer took over. Mr. Larimer was a vigorous editor and publisher, and flourished a trenchant pen until 1893, when he sold to Mr. Edward S. Smashey, at the time his foreman and assistant. Mr. Smashey's ownership brings the Press to present local contacts, as his widow is still living in Lawrenceburg (1953), as are two sons and a daughter, while a brother lives in California. U. Banner Hall bought a half interest from Mr. Smashey a few years later, and then re-sold to Archibald Shaw, remembered as the author of an authorita-

tive history of Dearborn County. Mr. George J. Cravens, formerly of the Versailles Republican, bought out both partners in 1910. Mr. Smashey was in ill health and died soon after. Mr. Albert F. Geisert also briefly owned the Press, and sold to Mr. William G. Glover of Moores Hill.

The next owners, in 1919, were D. Paul Ziegler and Son, natives of Missouri. They moved the office from the Gordon Building at High and Walnut streets to the first floor next to the old C. L. & A. freight office, under the shop. The shop had long been on the second floor of this old building, now Lorey's Five and Ten Cent Store. Mr. Ziegler retired from publishing in 1932, with sale of the Press to Mr. Joseph R. Williams, who had sold a newspaper in Kentucky shortly before. War shortages and ill health caused Colonel Williams to sell October 1, 1943 to William D. Murray and James M. Glatz, Rising Sun publishers. Mr. Murray, who is also the publisher of the Bicknell (Ind.) Daily News, bought his partner's interest January 15, 1948, after leaving the position of executive assistant to United States Senator Raymond E. Willis in 1947 to become identified with the Press management. On January 1, 1950, the Press moved to its present new and modern building at No. 77 West Center Street and several pieces of new machinery were added to accommodate its increased size and circulation.

Previous to 1844, "The Indiana Whig" was established at Wilmington by B. B. Root. In the fall of that year, Mr. Root sold to Mr. John R. Hall, who changed the name of the "Indiana Register" and in the following year moved to Lawrenceburg and purchasing "The Political Beacon" consolidated the two papers under the name of the "Democrat Register". This reflected a change in policies since the Whig was the opposing party of that day.

In 1850, Mr. Hall sold The Register to Mr. G. W. Lane, who in 1851 sold it to Messrs. Oliver B. Torbett and Charles C. Scott. In 1853, it was sold to Mr. Addison Brookwater who in 1871 sold to Mr. Edward Sibley. Mr. Sibley was editor of the "Peoples Advocate" at Aurora and combined the two under the title of "The Register". Mr. Sibley held the editorial chair until March 8, 1877 when J. H. Burkam took over the paper and began the "Democratic Register Printing Company". On March 25, 1877, J. H. Burkam said goodbye and W. D. H. Hunter and William H. O'Brien saluted the public as the new editors.

Messrs. Hunter and O'Brien changed the name of the paper to "The Lawrenceburg Register" by which name it is known today and conducted it successfully until 1894 when they sold



Frank G. McKinney, Miss Leake and Chet Leake

HISTORY OF MCKINNEY MOTOR CO.

On January 13, 1926, Frank G. McKinney purchased from Mr. W. H. O'Brien of the Peoples National Bank, Lawrenceburg, Ind., the present location of the McKinney Motor Company, and took with him the Ford franchise which he held until Pearl Harbor Day, December 7, 1941.

From the day of the official opening of this business up to the present day of this history, this institution has been most aggressive and prosperous. Much of this prosperity is attributed to the cooperation of Mr. O. M. Keller and his efficient staff, at the Peoples National Bank, with whom we have discounted and are still discounting our automobile paper. Along with being a boom to the community, the new branch of this bank, namely "The Installment Loan Department", managed by Mr. Keller's son Robert and Mr. Jack Ralston, have been most cooperative along every line of our endeavor.

On March 27, 1927, Mr. McKinney secured the services of Miss Iva L. Leake, who entered his employ as bookkeeper and secretary and has been with the company, and is still in the same capacity.

The company went right along, under the able management of Mr. McKinney, until the advent of World War II, at which time it was stripped of 14 valuable men, including his then head salesman, Mr. Chester C. Leake, and his son, Elwood McKinney, his very valued farm overseer. This was the gesture of the Ford Motor Company going all out for war production, and failing to supply cars and parts to any of its dealerships, caused a complete change-over of this concern. At this time, the lower floor of the plant was leased to the Schenley Industries, for its transportation office and garage, and the second floor (then the American Legion Dance Hall) was converted into a string of nice 2-room efficiency apartments. At this time, Mr. McKinney went to the exclusive management of his farms, leaving the management of the filling station and his rentals to Miss Leake, his secretary.

During World War II Mr. McKinney gave all his effort to the production of Duroc hogs and white-faced cattle, which at this writing has grown into an extensive corn, hog, cattle operation.

This routine continued on until the war was over, when Elwood McKinney returned to help his father with the farm, and Chet Leake was also brought back to the organization as Sales Manager for the new and used car department of the McKinney Motor Company.

Schenley stayed on with their lease from December, 1942 until February 1, 1953, at which time the transportation office was taken over by Mr. James Crook and the garage by the local Aylor and Williamson, who now operate one of the finest locations and equipped garages in this part of the state of Indiana.

In 1948 the bulk plant location of the old Texaco Company of Aurora, Ind., was acquired and the franchise for handling the Ohio Oil Company Petroleum products for Dearborn and Ohio counties was taken over. Two more employees who have stayed with this company over the years, are Melville Perrine, truck driver, in charge of bulk plant operations, and David Lamkin, who operates his own station one block away from the McKinney corner at Newtown. Very recently Mr. McKinney has converted the side of his building to a very modern and easily approached filling station having a large entrance and exit to and from National Highway No. 50.

The McKinney Motor Company is proud of the fact that it has thrived off of repeat business from friends and customers, many of them returning to trade after a deal of 15 or 20 years past. We have always tried to maintain a friendly and helpful operation, and our business relationship throughout the years has been a devout pleasure to all. We hope to continue on through many more happy and prosperous years.

out to W. H. Rucker, who in 1896 took Mr. W. T. Gooden in as a partner. In 1905 Mr. Rucker disposed of his interests to Mr. Gooden. Mr. Gooden was then the sole owner and editor of the Register from 1905 until February 21, 1919 when Mr. Bruce McLeaster bought one-half interest in the paper. In August, 1920, Mr. Gooden died and his interest in the paper was taken over and continued by his wife. Mrs. Gooden and Mr. McLeaster ran the paper as a partnership up to April 23, 1923 when Mrs. Gooden sold her interest to Mr. Bernard McCann. On September 3, 1925 the Lawrenceburg Register took over the subscription list of "The News" a smaller paper which suspended publication.

On January 1, 1927, Mr. Bruce McLeaster gave way to his son, Dale T. McLeaster. From that time until July 1, 1943 the Lawrenceburg Register was under the management of Mr. Bernard McCann and Mr. Dale McLeaster. On July 1, 1943 Mr. McCann was appointed Postmaster at Lawrenceburg and his duties at the Register office were taken over very capably by Mrs. Fred Morris and Mrs. John Mulroy and these ladies continued in that capacity until the date of the fire which on March 7, 1945

burned out the Register office and printing plant. The Lawrenceburg Register then resumed publication on February 1, 1946 at their present location at the corner of High and Short streets. Mr. Max Scherer, formerly of Bloomington, Ind., was the new editor in charge. Miss Patricia Willkie, formerly of Louisville, Ky., was the Society Editor and James C. Richardson, Jr. was appointed as Printing Manager while Mrs. Luther Sappenfield was employed as linotype operator. Robert Terry, of Batesville, was appointed as Editor in 1947 replacing Mr. Scherer and Mr. Terry occupied that position until several months ago when the Lawrenceburg Register appointed Mr. Edwin B. Morris as business manager, Mrs. John Mulroy as Editor and Mrs. Gloria Oberting as Society Editor.

It is easily seen that what was the "Political Beacon" started in Lawrenceburg in 1836 by Milton Gregg in combination with the "Dearborn County Register" established at Wilmington in 1841 by J. B. Kent and moved to Lawrenceburg has grown to be "The Lawrenceburg Register". The Lawrenceburg Register has always been in competent hands and now in its 117th year of supporting politically the cause of Democracy and standing

at all times for the best in the county and city has enjoyed extreme success and much public favor.

That Lawrenceburg took leadership in school journalism back in 1858 just as it is doing today was attested to publicity given an old copy of "The Gleamer" which had its birth and origin as a school paper in this city. This paper was published monthly by students of a private school. Girls took an active part in the publication of the paper at even that early date. "The Gleamer" was edited by two girls, Sarah Coutant and Laura F. Harding. The editorial board, however, was equally divided between boys and girls—Sarah Groff, Amanda Tate, Sawyer S. Brower and John H. Goff. "The Gleaner" was a four-column, four-page paper devoted to compositions, writing and interests of the school. How long a period of time this paper was published is not shown in any of the older records.

In 1893 Mr. John M. Fichter, who had been connected with the Lawrenceburg Press, established "The News" a four-column, six-page folio about 8 x 10 in size and released every Friday. Mr. Fichter edited a snappy, clean and interesting sheet devoted to the best interests of the city and its people. Mr. Fichter continued at



The First Model "A" Ford Delivered in Lawrenceburg

The Home Furniture & Appliance Co., Inc.

20 East Center Street

Lawrenceburg, Ind.

In the spring of 1945, at the close of World War II, E. L. Schneider and C. B. Hayes, natives of Lawrenceburg, decided the community needed a complete furniture and appliance store because such a great number of people were going to other cities to make purchases mostly for the sake of comparison.

After considerable deliberation they decided to purchase the old Baptist Church on East Center Street, owned by the Red Mens Fraternal Order. The task of converting the building into a suitable store room was a big undertaking but by October of 1945 work was completed and the store was opened for business.

The most difficult undertaking at that time was securing lines of merchandise. Most manufacturers had discontinued household products, and were reluctant to sign up new accounts. As the store added new merchandise they added new customers and the business grew rapidly.

As the business grew the store became less adequate for their needs and when the Ohlen Bishop Saw Company moved to Columbus, Ohio the Home Furniture & Appliance Company purchased their three-story property at the corner of Short and East Center streets, the present location of the firm.

Remodeling was begun on the new structure and the task of converting the three-story warehouse into a modern store was a long and tremendous task. Under the direction of Mr. Schneider and Mr. Hayes this has grown into one of the largest furniture and appliance stores in Southeastern Indiana.

In 1952, due to ill health, Mr. Schneider was forced to retire from the business and a corporation was formed with C. B. Hayes, president; E. L. Schneider, vice-president, and C. A. Brandel, secretary-treasurer.

The corporation is selling and servicing some of the outstanding lines of merchandise, including R.C.A. Electronics, Frigidaire, Kelvinator, Maytag and Ironrite Appliances and Simmons Flexsteel and Mengol Furniture and Mohawk and Armstrong Floor Covering.

It is their earnest desire to grow with the community and they salute the City of Lawrenceburg and its citizens on their 150th anniversary.

the head of this paper until 1921 and sold out to his son, Ralph J. Fichter, and Carl B. Stauss, as partners. These two gentlemen conducted the paper together until 1923 and Mr. Thomas Gardner purchased the interest of Mr. Stauss. Later in 1923 Mr. Ralph J. Fichter sold his interest to Mr. William Fehrman. Gardner and Fehrman published "The News" until 1924 at which time Mr. Gardner bought the entire plant of Mr. Fehrman. Mr. Gardner continued the paper until the Fall of 1925 when he suspended publication, his subscription list being taken over by the Lawrenceburg Register. A funny saying of those days was: "What's the news?" The answer, "A dollar a year".

"The Leader", a paper about the size of The News—only four pages—was set up by Mr. Kiesel Cole in 1914 and continued in publication until the Fall of 1919 when the Lawrenceburg Press interests took over "The Leader". "The Leader" was independent in politics. Mr. Cole, the editor, was for several years an employee in the office of the Lawrenceburg Register.

"The Torch Publishing Society" was located in Lawrenceburg in 1919 with D. Paul Ziegler, editor of The Press, as its head. The Society published books, pamphlets, magazines, etc., of a religious nature, confining the publication for the most part to a study of "The Lost Tribes of Israel" and the cause of Israel.

The Lawrenceburg High School entered the field of journalism with the appearance of the first Lawrenceburg High School Annual in 1914 with Charles B. Christ as editor and Charles K. Riddle as business manager. The Annual has been published annually since that date.

Lawrenceburg High School pushed in the newspaper field in 1917 and the class of 1918 has the honor of being the first to give L. H. S. a paper taking the news and happenings of the school to the public. "Nick Nacks" was the name of this paper with Wilbur Mahan as editor and Francis Squibb as business manager and was published bi-monthly. There was no paper by the class of 1919 but the class of 1920 came forward with "The Arrow" completely successful, editorially and financially, with William Riddle serving the editorship and Charles W. Decker as the manager. The Class of 1921 changed the name of this paper a second time to "The L. Hi News" and since that time a paper has been published and edited every year under that name. Emerson Spanagel and George Ward were editor and manager.

"The Citizen" Vol. 1, No. 1, published at 31 East High Street, made

its bow to the Lawrenceburg public Monday evening, March 10, 1913. It purported to have been called into being to advocate a day current and to frustrate the absorption of Lawrenceburg Municipal Light Plant by an outside syndicate.

"Mooney Mingles", whose other name was Robert Fitzgerald, was the editor and publisher of a unique four-page, 12-column weekly, fully illustrated and containing all the local sporting news. It was called the "Weekly 101". The entire 12-columns were printed with lead pencil at his home at 203 Front Street in this city. The editor of July 10, 1914, in addition to a dozen or more advertisements "artistically" displayed, devoted a column to "Bill" Helmuth, umpire, and another to John Flanagan's new remedy for the "Gools", with minor articles relating to Ed. Bauer's auto accident, the good roads meeting, the K. of P. Election, George Ringloff's injunction not to waste the wash-water, etc. It was the editor's boast that his was the only paper printed in Southern Indiana which had a sporting page. He mailed a copy of the Christmas number to President Woodrow Wilson and "Mooney" received acknowledgment of receipt of same from Secretary Tumulty. A copy of "Weekly 101" was also on exhibit at the Panama-Pacific Exposition in 1915.

The printing offices of today in Lawrenceburg are well equipped and printing devices of all kinds valued at thousands of dollars, to take care of job printing of all kinds. The editors of the Lawrenceburg Register and Lawrenceburg Press are very capable, possessing the dignity and poise of a journalist and editor. The editors and managers of the high school publications, while they change every year, have always been of the best and highest type students found within the portals of the school.

Gamblers' Row

Sometime prior to the construction of a railroad in Lawrenceburg in 1852, three citizens who had acquired a competence as professional gamblers on the Ohio and Mississippi rivers, decided to turn respectable and built three very nice homes on New Street, facing the Ohio River. Since their past means of livelihood did not properly conform with their present air of probity, not to say sanctity, the town called the three fine homes "Gamblers' Row". These homes were the scenes of fiery, no limit gambling. Several of these homes had tunnels leading from the basements down to the edge of the river, through which the poor losers were carried on one way trips if they protested too violently. It was told that several per-

sons made this trip who were never seen again.

Ecclesiastical History

The churches of Dearborn County have done more for the upbuilding of society in the county than any other one element. From the first, the settlers were God-fearing people. The church grew with the population. When the first pioneers erected their log cabins, the next thing that was done was to establish the church. The earliest of the churches to obtain a foothold in the county were the Methodists. Since that church was first planted in this county about the year 1705, Methodism has always kept even pace with the onward march of emigration. The first log cabin had hardly been roofed and the first smoke ascended from its chimney, till the fearless Methodist circuit rider, with his faithful horse and his saddle bags, Bible and hymn books, was there to share its hospitality.

Dearborn County was in what was then called the Miami Circuit when it became a county, and Elisha W. Bowman was said to have been the pastor in charge. William Burk, the presiding elder, came around every three months, when special services would be held. In 1806 the name of the Circuit was changed from Miami to the Whitewater Circuit. In 1808, the name of the district was changed, while before this it was attached to the Ohio conference and the Ohio district, it was now reorganized and the district was called the Miami District, Whitewater Circuit of Indiana. In 1811, the circuit was again changed to the Lawrenceburg circuit with Walter Griffith, pastor.

In 1812, the membership had grown so that meetings were held in the log school house said to have been located on the Court House square. In 1821, under the pastorate of Rev. John P. Durbin, a man of great eloquence and vigor, and Rev. James Collord, the church in Lawrenceburg took on new strength and the membership so much increased that a church was erected. It was for the time quite a pretentious building and was located on Walnut Street on a part of the site of the present Liberty Theatre. From that time on the membership grew and the church prospered until in the year 1837 and 1838 Rev. Samuel T. Gillett was circuit preacher, Rev. Calvin W. Ruter was presiding elder. The congregation was such that they felt justified in asking for a station preacher, and Rev. James Tarkington was appointed as the first to fill the position in 1838.

The church continued to grow year by year until the trustees and stewards began to discuss the idea of a new church building and the matter

MILLER BLOCK & SUPPLY CO.

Plant Located on
U. S. Highway 50 at Underpass Four Miles Northeast of Lawrenceburg
Telephone 908 - 909 — Lawrenceburg, Indiana

In September 1947 Roy E. and Charles A. Miller, brothers, formed a partnership and founded the Miller Block and Supply Company, 4 miles northeast of Lawrenceburg on highway 50 at the underpass.

Operations began from a corn crib, which is still located on the premises, and in March, 1948, upon the completion of the block plant and curing room, production started.

Four employees consisted of the personnel operating the plant, which produced 1000 blocks per day and one truck was the only means of conveyance for deliveries. Blocks, cement, and sand were the only items for sale at this time. However, later other items of hard building materials were added for the construction of homes and all types of buildings.

A combination office and storage room was constructed in the fall of 1948 for the further development of the company.

On August 31, 1949 partnership of the Miller brothers was dissolved and Roy E. Miller became the sole owner of the Company.

Mr. Miller built a warehouse in the fall of 1949 for the storage of the many hard building materials which the company now carries.

In the fall of 1952 Mr. Miller made still further expansions with a building materials business and block yard on State Road 107 at Madison, Indiana.

The Miller Block and Supply Company was the first to produce a vibrated concrete block, the first to steam cure blocks, and the first to produce a lightweight block (cinder and amelite). Its production now consists of 42 various kinds and shapes of blocks, and split-stone with a daily capacity of 3100 blocks, serving an area of a 50 mile radius. The company now employs 17 employees and has seven trucks to adequately service their customers.

Not only is the Miller Block and Supply Company proud of its many accomplishments during its relatively short business career and the type of materials it produces, but it is also proud to be a contributing factor in the further development and expansion of Lawrenceburg.



Pupils of St. Lawrence School—1892

grew until it finally in 1847 matured into an active fact, resulting in the present building on West High Street. There is no record of the cost of the present building but the original subscription list showed a total of six thousand, six hundred and seventy-three dollars. From the time the Lawrenceburg church was made a station it has flourished and grown and its influence has been for good all the years since. It was said that the Hamline Chapel put their religion in the building. No better building could be found today. After all these years of withstanding the storms of the seasons it is here, firm as ever, its brick of the best material, its woodwork of the finest timber, that could be selected.

While Rev. W. C. Calvert was pastor, the old brick parsonage between Elm on High street was traded in for the more commodious frame parsonage at the corner of Elm and High streets and in the Spring of 1948 the parsonage at 26 Tebbs Avenue in Greendale was purchased. Hamline Chapel celebrated its Centennial in July, 1948.

St. Lawrence Catholic Church was organized in 1840 and consisted at that time of about fifteen families, among which were George Huschart, Peter Verst, Michael Lang, Anthony Schwartz, John Kimmel, Jacob Meier and Louis Crusart were prominent. Divine services were first held in that part of Lawrenceburg generally known as Newtown, in a house rented for that purpose, then in the house of

George Huschart and at times, also, in that of Michael Lang. The cornerstone of the first Catholic Church was laid on the West side of Walnut Street in 1841, about one square south of the present church but on the west side of the street. This church was built of rock, only 40 x 60 feet in length but was not completed until 1847, when it was dedicated.

During these years Lawrenceburg was attended by priests from neighboring congregations until 1866. Rev. Jos. Ferneding of New Alsace visited the place from 1840-1841; Rev. F. O. O'Rourke of Dover, 1841-1844; Rev. Andrew Bennett, also from Dover, 1844-1850; Rev. M. Stahl, of New Alsace, during the first part of 1850; the Reverends Unterthiner, Sigismund and Anselm Kock, Franciscan fathers of Cincinnati, had charge from 1851 to 1859; Rev. I. F. Klein of St. Nicholas, 1859-1866. The congregation had greatly increased in number by this time and Rev. I. F. Klein, seeing the necessity of building a new and more spacious church, made preparations to do so. But, wishing to build the church in Newtown, on the southwest corner of Front and Second streets, where it would have been on much higher ground and in less danger of floods, he met with a great deal of opposition from those who lived in the old part of town, so the work, therefore, was discontinued.

On January 6, 1866, Rev. Clement Scheve became the first resident pastor. In the Spring of 1866, Rev. Scheve purchased of Rudolph Walter a plot

of ground on the southeast corner of Third and Walnut streets (Outlot 51) and commenced the erection of the present beautiful St. Lawrence Church. The present church is of brick, 120 by 50 feet, with a large basement of stone which was first used for school purposes, and later converted into a chapel and meeting room for the societies of the church. The work for the foundation of the church was started on April 9, 1866 and was completed in a very short time. The church is Romanesque style of architecture. The height from the floor to ceiling is 40 feet and from the pavement to the top of the cross on the steeple measures 145 feet. Rev. Scheve also built a fine residence for the pastor at that time. The church was completed in May, 1867 and on the second day of June, the same year, was solemnly dedicated to the services of Almighty God by the Rt. Rev. Maurice M de St. Palais, Bishop of Vincennes. The choir of the Mother of God Church, Covington, Ky., under the direction of Professor Wiegand, came to Lawrenceburg to furnish the music for the occasion. The number of people in attendance was very large, there being about 2,000 visitors from out of town. Two steamers from Cincinnati, "The Champion" and "The Magnolia", had been chartered to bring the friends of the parish from Cincinnati, Covington and Newport, while from Indianapolis a special train of ten cars brought many visitors from that direction.

In 1870 new pews of black walnut

LAWRENCEBURG TAVERNS

Join In a Salute To Our 150th Birthday

Bruce Tavern

Les - Charlotte Cafe

Park Cafe

RED - NELL - BILL

Red Feather Grill

LOU LIDDLE

Tony's Inn

MON - LOU - GEORGE

Bill and Helen's Rendezvous

Knotty Pine

JEAN - CARROLL

Newtown Tavern

Tom - Tom Grill

Walnut Inn

Del-Mar Grill

JACK - MARVIN SCHULZ

Barry's Cafe

were placed in the church and in June, 1880, the church was frescoed for the first time. The water in the flood of Feb. 21, 1882, came within eight inches of the church floor. In 1882 also the first heating plant (hot air furnace) was installed in the church, also an iron fence was placed in front of the church. The water again broke through the levee near Hardentown on Feb. 15, 1883; the water at that time reached a stage of 66.4 feet and stood six inches on the church floor. To guard against a recurrence of a complete loss of house furnishings, a second story was built on the rectory in May, 1883. Another flood, that of Feb. 14, 1884, the river reaching a stage of 71.75 feet, did great damage to the church, school and rectory. In Sept. 1889 a new floor was put in the church and the pews repaired. A new gilded cross was placed upon the steeple. Early in 1894 a powerful sixteen stop (sixteen sets of pipes) second hand organ was bought for the church and played for the first time on St. Lawrence Day, August 10, 1894. A new hot air furnace was bought in 1895 and in the summer of 1889 the church was frescoed for the second time. At one time the debt of the parish was \$27,000.00 but in 1899 was reduced to \$6,730.00; this entire debt was wiped out through the generosity of Mrs. Mary Eva Garnier, a very liberal contributor to St. Lawrence Church. Also in 1899 a beautiful new high altar was the gift of Mrs. Garnier. In December, 1901, the church and rectory were wired for electric lights and the necessary fixtures purchased and on July 11, 1902 a beautiful "Grotto of Lourdes" was constructed in the sodality chapel in the basement of the church, the latter being a gift from a member of the parish.

The flood of 1913 also did considerable damage to the church property, so extensive improvements were made in the summer of 1916, as follows: The side walls were replastered; the church was re-frescoed; a steam heating plant installed; an electric blower was connected with the pipe organ and the steeple, cornice and window frames were repainted.

On Sunday, June 24, 1917, St. Lawrence parish celebrated the Diamond Jubilee of its organization and the Golden Jubilee of the dedication of the present church. During 1931, total renovation costs amounted to \$16,000.00 which included frescoing the church, new lighting fixtures were placed in the church, a floor of inlaid wood placed in the sanctuary, the altars refinished, the auditorium of the church received a new hardwood floor, the aisles were made more beautiful and serviceable by means of inlaid rubber and new pews were in-

stalled.

On January 21, 1937, the most devastating flood on record inundated Lawrenceburg and the church property again suffered heavily. Since the flood new pews were installed and new rubber tile floor laid in the church, also the church re-frescoed. In 1949 a new Baldwin Electronic Organ was also installed.

Rev. Scheve, on account of ill health, was compelled to resign his charge here at Lawrenceburg in August, 1870 and he went to Minnesota. Rev. Julius H. F. Duddenhausen was appointed pastor on October 1, 1870 and served until May 15, 1875 when he was transferred to Evansville. Rev. J. F. Sonderman took charge on May 15, 1875 and served for 42 years or until his death, August 6, 1917, and Rev. Wm. Kreis, who had been Rev. Sonderman's assistant since June 18, 1904, was appointed by Bishop Joseph Chartrand to succeed Father Sonderman as the pastor of St. Lawrence Church and Dean of the Lawrenceburg District. Rev. Wm. Kreis was appointed a Domestic Prelate with the title Monsignor on March 11, 1933; solemn investiture took place May 14, 1933. Rev. Mons. Kreis served as pastor from 1917 until ill health forced him to retire on May 5, 1950, when Rev. Herman J. Kasper, of Dover, now the present pastor, was appointed as pastor of St. Lawrence Church. With the exception of the years 1917 to 1925, the pastor of St. Lawrence has always had an assistant. From 1899 to 1904, the assistant was Rev. Michael P. Seter; 1904-1917, Rev. Wm. Kreis; 1925-1926, Rev. Conrad Urbach; 1926-1935, Rev. Wm. Knapp; 1935-1938, Rev. Joseph Vollmer; 1938-1940, Rev. Othmer Schroeder; 1940-1941, Rev. Urban Aulbach; 1941-1942, Rev. Aloysius A. Barthell; 1942-1944, Rev. Albert Diezmann; 1944-1953, Rev. John Kramer, who has been succeeded in July, this year, by Rev. Joseph Koster, who is the present assistant.

In regard to the Christian Church: In the Spring of 1876, upon the invitation of A. Grant Tebbs and James W. Tebbs, Elder Alfred Elmore, an evangelist of Franklin, Ind., was secured to hold a protracted meeting for the purpose of organizing a church in this city. This revival continued six weeks and an organization of one hundred and twenty members was effected. The first church officers were J. R. Trisler, James D. Willis, elders; Spencer West, Christopher Daily, George Morris and Boone Rice, deacons, and John E. Ammel, clerk. W. H. H. Strouse was the first pastor. The membership continued to meet in rented halls and other places, including the courthouse, art hall in the fairgrounds and last, but not least, in the old barn which stood at the cor-

ner of Short and Williams streets on the site where the Food Locker is now located, until the church basement was completed. Th basement was used for church purposes until the church building was completed. On July 22, 1883, the following named persons were elected on a committee to construct the church building: Wm. M. Terrill, A. G. Tebbs, James W. Tebbs, John Sortwell, Sr. and Richard P. Roberts. A substantial brick edifice was accordingly built on the corner of Elm and Center streets, the building being dedicated on August 7, 1884, the address being delivered by Elder Frederick D. Powers, former chaplain of the United States House of Representatives and pastor of President Garfield's church at Washington, D. C. New Hymnals and a pulpit stand or lectern were donated by the Harrison (O.) Christian Church. The lot for the erection of this church was donated by a Mr. Tyler Annis, who at that time lived on West High Street in the building formerly used by Dr. George F. Smith's hospital. In June, 1904, the church interior was remodeled and opera chairs were placed instead of pews. However, it was necessary to install new pews in the church after the 1937 flood and several years later, or in 1943, a new organ was installed. On Feb. 2, 1911 a building committee was elected to build a modern parsonage for the use of the minister. Up to 1953 this building was used as a parsonage but now it has been transferred into an educational building which includes the Sunday School room and a minister's study. Present membership of the Christian Church in Lawrenceburg is approximate 300 and the present minister is Robert C. Hannon, while the elders are L. L. Jarrell, honorary elder; Roger Lowe, Ernest I. Conrad, Delmar Rand, L. C. Hannon. Deacons are: Roy Gore, George Gerlach, Edmond Tucker, Wilbur McMullen, Harold Shearer, William Schmarr, Lloyd Sturgeon and Alfred Bentle.

The First Baptist Church of Lawrenceburg was formally constituted in 1807. In the absence of records, only a brief sketch can be given. Dr. Ezra Ferris located in the village in 1804. He was a young married man of quite a liberal education for that time and had been identified with the Old Duck Creek Baptist Church in Hamilton County, Ohio, where he had, as was generally termed, "exercised his gift" in speaking. He was zealous in his religion and was instrumental in the organization into a church of the several families which were of the same denomination in and about Lawrenceburg. In the early days the church services were held at the homes of members, at school houses and occasionally at the Presbyterian



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Church. On March 28, 1835, the Baptists donated \$300 toward the Presbyterian Church Building, and were, thereafter, privileged to use the building a part of the time. In December, 1837, the church began meeting in the courthouse. On February 7, 1838, the trustee, Ezra Ferris and E. P. Bond leased the upper room of the courthouse for a ten-year period. The trustees were to repair and fix the room for the purpose of holding church services, the committee for the town of Lawrenceburg reserving the right to use the room as a school, and the teacher of the room was to sweep the room at the close of every week. In August, 1939, the church authorized the trustees to secure and rent a room for the exclusive use of the church, also to procure glass lamps to light the house. In December, 1843, a committee was appointed to see what could be done in regard to building a house of worship. In 1845 a lot was purchased for the sum of \$250 and the little brick house of worship, located on East Center Street, now occupied by the Peerless Printing Company, was erected. In this great work, the church financed itself with free will offerings. No socials, bazaars, benefit shows, tickets or donations from outside sources were used to secure funds. The Baptists can take just pride in the work which was

accomplished. The Baptist congregation held their services in the church on East Center Street until May 29, 1938. Following the 1937 flood, the present stone edifice on Tebbs Ave., Greendale, was erected under the leadership of Rev. J. Walker Martin and was dedicated on June 5, 1938.

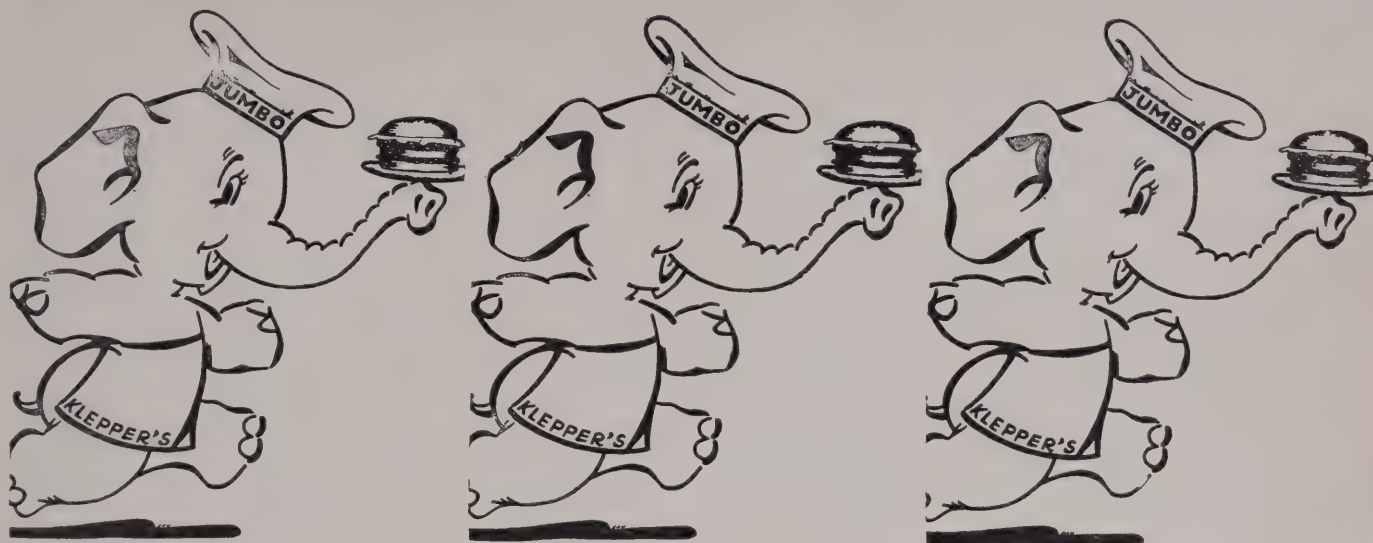
The German Evangelical Zion Church of Lawrenceburg was first constituted October 3, 1847, under the name of the German Evangelical Reformed Synod of the United States. The constitution and by-laws were drawn up and signed by five trustees, as follows: John David Hauck, George Ross, John Renner, Lorenz Winter and John Siemantal. They used the Presbyterian Church on Short Street for services for a while and in 1848 built a brick church on Walnut Street, now used as a parish hall; the upper part was used for services and the lower part for a school room. In 1862, a new Constitution was voted, which has been revised several times. In 1862, also they dissolved connection with the Evangelical Reformed Synod and changed name to German Evangelical Zion Congregation of Lawrenceburg. In 1867, present church was erected. While the foundation was being laid, a number of the members left the congregation and established the Evangelical Lutheran Church in Newtown. November 24, 1867 the

building was ready to be consecrated and was named Zion Evangelical Church. In the same year a parsonage was built by the side of the new and in front of the old church. These were built at a cost of \$14,000. The floods of 1882, 1883, 1884, 1913 and 1937 were very hard on the church property, but with the liberal help of the Synod and the unwavering loyalty of its members, Zion overcame these disasters. Donations in the sum of \$11,000 were received from the Synod following the 1937 flood, which has been the most disastrous to the church, ruining everything in the interior of the church. About \$14,000 was spent following this flood, when all new church furniture and a Mueller organ were purchased. The church sanctuary was at this time redesigned and the parish hall, which was the original church, rebuilt to care for the children of beginner and primary age. The church edifice has been improved at various times, the biggest improvement being in 1929 when the basement of the church was made into a Sunday School room, a new kitchen, primary rooms, and in the auditorium of the church new lights and furniture were installed and woodwork and walls redecored at a total cost of \$18,000 during the pastorate of Rev. A. H. Meyer.

Perhaps the outstanding feature of



The Old Brewery at Lawrenceburg



Congratulations and the best of the best to Lawrenceburg and its many fine people on this occasion, as it celebrates its 150th anniversary.

We're proud to be able to say that we've been a part of your business community for forty-nine years -- and we're looking forward to the next forty-nine.

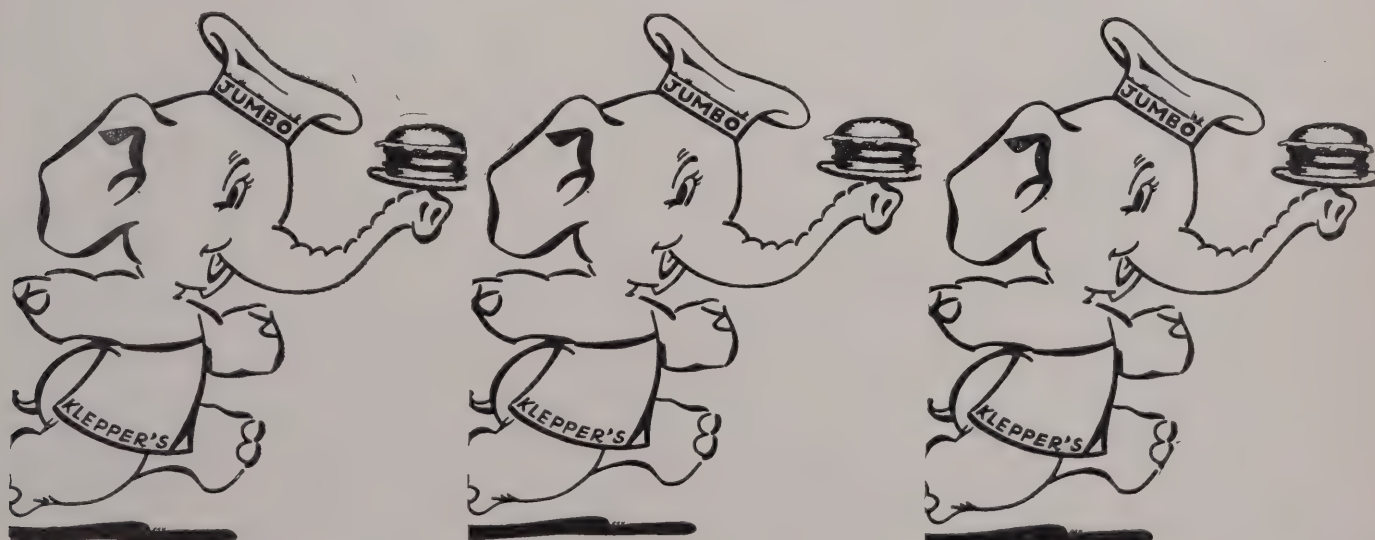
May we invite you . . . before, during and after the sesquicentennial celebration . . . to drop in and try our Jumbo Hamburgers, king of the big sandwiches. They're real big . . . they're real good---try one!

KLEPPER'S Confectionately YoursSince 1904

209 THIRD STREET

NEWTOWN

HIGHWAY 50



the exterior of the church and the one best known is the Town Clock, installed in the tower in 1910 at a cost of \$800. The present bell was installed at a cost of \$600, the previous bell having been recast into the present bell. The beautiful memorial windows were made in Cincinnati, O., and cost on an average of \$125 each, and these could not be replaced at any price now.

The General Synod of the Evangelical and Reformed Church in session at Columbus, Ohio which closed June 29, 1938 adopted a constitution which was to be effective at the next general synod in 1940. With this action the union of the Evangelical Synod of North America and the Reformed Church of the United States effected in 1934 and carried under a temporary plan of union was consummated. Henceforth, all churches of the former two bodies would be known as Evangelical and Reformed Churches. Therefore, the congregation is now known as the Zion Evangelical and Reformed Church because of the union which brought together the two denominations with which it had been affiliated in its early history.

Pastors which have served Zion Church are: P. B. Madoulet from 1847 to 1850; A. H. Friedel, 1850-1851; H. Straeter, 1851-1852; A. Carroll, 1852-1853; C. Pluess, 1853-1859; H. Linnstaedt, 1859-1862; C. Betz, 1862-1871; C. F. Wart, 1871-1877; H. Meili, 1877-1880; A. Michel, 1880-1886; C. Kraft, 1886-1888; O. Miner, 1888-1891; G. A. Kienle, 1891-1897; K. Scheib, 1897-1901; George C. Maul, 1901-1914; F. D. Schueler, 1914-1926; A. H. Meyer, 1926-1936; H. M. Goetz, 1936-1946; Harry G. Yaggi, 1946-1949. From February, 1949, to August, 1949, the church was served by supply ministers. The present pastor, Rev. Donald M. Yaekle, arrived in August, 1949.

Next we come to the Emanuel Lutheran Church of Lawrenceburg. Until 1866 this religious body formed a part of the society known as the German Evangelical Zion Church, whose history is given above. At that time, a number of the members withdrew and established the congregation under consideration. It was known at first as the Evangelical Lutheran St. John's Church of New Lawrenceburg, but soon after the name of German Evangelical Lutheran Emanuel Church was adopted. The cornerstone was laid July 14, 1867, and the present edifice was completed and dedicated August 22, 1869. The building is located at the corner of Fourth and Main streets in Newtown.

For many years, the congregation continued a prosperous existence as an independent Lutheran Church. However, by 1921 it became increasingly difficult for the congregation

to maintain itself, and so it became affiliated with the Indiana Synod of the United Lutheran Church in America as a Mission Church. The parsonage was erected in 1928, and in 1929 a pipe organ was installed, which completed the Church property and equipment. In 1933, the church became self-supporting again. In its new relation with the Indiana Synod, it became known simply as the Emanuel Lutheran Church.

In January, 1937, the congregation was dealt another devastating blow with the most disastrous flood in the history of the Ohio Valley. Through the assistance received from the Disaster Relief Committee and the Inner Mission Board of the United Lutheran Church in America, the church and parsonage were remodeled and re-equipped. The service of Rededication was held February 13, 1938. During her years of history and progress, 20 pastors have given of their service. The congregation is now worshipping in one of the beautiful churches of the Indiana Synod.

The First Presbyterian Church of Lawrenceburg was organized September 27, 1829 by the Rev. Sylvester Scovel, with a membership of 13, as follows: Duncan Carmichael, Catherine Carmichael, William Archibald, Betsey Archibald, Jacob Platt, Mrs. Ann Runyan, Miss Margaret Johnson, Mrs. Jane E. Sparks, Mrs. Sarah Darragh, Mrs. Catherine L. Pinckard, Mrs. Jane Clark Hageman, Mrs. Elizabeth Hamilton, Mrs. Elizabeth Rice, the first nine being received by letter from other churches, and the remaining four on profession of faith. The newly organized church was reported to the Presbytery of Oxford, Ohio and was received under their care October 2, 1829. In the early existence of the society it had no church building. The congregation sometimes met at the courthouse, sometimes the doors of the old Methodist Chapel on Walnut Street were opened to them. Another preaching place was in a building on the corner of High and Short streets. During the pastorate of Rev. Scovel a church building was erected on the west side of Short Street between William and Center which was completed in 1831 and 1832. Rev. McFarlane was pastor from 1832 to 1834 and he was followed by Rev. Charles Sturdevant who was ordained and installed May 25, 1835, being the first installed pastor of the church. The Baptist Church furnished part of the money (\$300) towards its building, for which they had certain rights and privileges—the venerable Dr. Ferris occupying the pulpit one half of the time, or when the Presbyterians did not use it. Later the money appropriated by the Baptists was refunded and their use of the building discontinued. September

26, 1838, the church resolved to be an Independent Presbyterian church, and remained so until 1841, when for a time it was in the Presbytery of Madison (New School). Then it was again connected with the Presbytery of Oxford (Old School). Later the Presbytery of Whitewater was formed, with which it was placed and is now a part. The Cincinnati Enquirer of Sunday, Feb. 12, 1922, showed a picture of a small brick house set very low alongside the alley, surrounded by a fence and next to it the original church. It said: The building stood on the same site as the present brick church. The old church was completed in 1831 or 1832, the exact date is uncertain and the present church was begun in 1882 and dedicated September 24, 1883, with sermons by the Rev. Dr. Heckman, and the Rev. Charles preaching in the evening. The session minutes of April 4, 1902 show that the pastoral relation between the Rev. C. O. Shirey and the church were dissolved, and that a decision was made to erect a Manse, not calling a pastor during that time. The Rev. W. L. Whallon of the Herald and Presbytery of Cincinnati supplied the pulpit as well as his son, Walter Whallon. The Rev. Amos Kenton Mattingly was installed as pastor in the Fall of 1902, and it was a little later that the Manse was dedicated.

Henry Ward Beecher came to this church at the age of 24 in May, 1837. He was very popular, kind and genial with all classes. One of his friends was an old colored man, believed to have been the original "Uncle Tom" in the well-known book: "Uncle Tom's Cabin", written by his sister, the famous Harriet Beecher Stowe. His wife was Eunice Bullard whom he brought to Lawrenceburg from Massachusetts. Born at Litchfield, Conn., June 24, 1813 he was the eighth child and third son of the Rev. Lyman and Roxanna Foote Beecher, who was president of Lane Seminary in Cincinnati, O. The father early determined that his seven sons should become ministers and he succeeded. Henry Ward Beecher graduated from Amhurst College in 1834, then entered Lane Seminary, graduating in 1837. Beecher had no money when he finished so he taught school, and with five dollars received from a temperance lecture he bought Eunice, not roses and candy, but a copy of Baxter's "Saint's Rest." With ten dollars which he received from a lecture he bought the ring which served both as engagement and wedding ring. He accepted the pastorate of this Independent Presbyterian Church and here with his devoted wife he labored two and a quarter years. Some say that Rev. and Mrs. Beecher lived on the second floor of the building now occupied by Carl Decker;

1837 - 1953

LAWRENCEBURG
REGISTER

Oldest Newspaper In Dearborn County

ESTABLISHED 1837

CONSERVATIVE - RELIABLE - AUTHENTIC



Defense Day 1924 Parade—at Newtown Corner

others say that they lived in what was formerly the John Roehm Hardware store two doors east. During the ministry of Rev. Alexander F. Davis the memorial windows were placed in the church, paid for mostly by donations of relatives to whom they were dedicated. It was during his ministry that the 1913 flood came. He was on the levee below the brick yard shovelling like many other citizens. When the alarm was given he ran all the way to the courthouse carrying his shovel instead of dropping it as did the others. He walked all the way from the courthouse around the East levee to Homestead and Greendale to the A. M. T. James home. He worked hard to get the large carpet and benches and organ repaired, also the basement before he left here. During Rev. Forest Taylor's ministry the new addition to the church was built; the present lights were also installed. It was during the ministry of Rev. D. R. Warne that we sent soldiers to World War I, and during that of Rev. Starr H. Lloyd that the church sent 32 soldiers to World War II, all of whom returned. It was also during Rev. Forest Taylor's ministry here that the name BEECHER was given to the church and the Beecher Club organized. The

Lawrenceburg Press issued the Beecher edition on Thursday, September 22, 1921 in which were accounts of the life of Beecher, the Church, the Public Schools, the Court House, the Library, etc. The attractive Bronze Marker bearing a replica of the Old First Presbyterian Church and the present name of the church, **Beecher Presbyterian Church**, was placed on the outside front wall of the church near the basement entrance and next to the alley, during the pastorate of Rev. Forest C. Taylor in the year 1930. The bronze tablet was provided by Mrs. Frances Brock. The formal bronze marker unveiling took place Sunday afternoon, October 12, 1930 at 3 o'clock, with a program of special music and a sermon by the Rev. Earl R. North, D. D., Executive Secretary, Cincinnati Presbytery. The unveiling of the bronze marker was by John Calvin Bauer, the first member received into this church in its second century. Among the various organizations with the church are: The Ladies Aid, the Missionary Society, the Beecher Club, the Youth Organizations and the Sunday School. And so the work of the church has gone on through financial difficulties and disastrous floods. Many faithful and loyal workers have dropped by the

wayside, but the work has gone on just the same.

Bishop Jackson Kemper, the first Episcopal Bishop of Indiana visited Lawrenceburg the first place in his missionary jurisdiction in 1835. While officiating here, he said "the friends of the church at this town are far from numerous but they are intelligent and zealous and I have every reason to believe they would make great exertions as soon as a missionary was obtainable." Trinity Episcopal Church of this city held services for the first time in Lawrenceburg on the feast of the Epiphany, January 6, 1840, when the parish was duly organized with but three communicants and but few others who knew anything about the church, a comfortable room having been obtained and furnished for regular worship. Services were held twice on Sunday and on Wednesday evening. The senior warden read the service in the absence of clergymen. Bishop Upfold officiated here in 1852, December 1853 and January 1854 and consecrated to the service of God on June 23, 1854 the church, a modest little brick edifice which had been erected on Walnut Street on the site now occupied by the American State Bank Building. Bishop Upfold visited here many times



A Salute to Lawrenceburg

In this Anniversary Year, we salute the City of Lawrenceburg and its citizens who have made the growth of Lawrenceburg possible.

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PEOPLES BANK BUILDING

LAWRENCEBURG, IND.

Sixty-eight Years on High Street

In 1883 John W. Ewbank came to Lawrenceburg for the purpose of building from the beginning an abstract plant. At that time and for two years thereafter, he abstracted from the records all of the deeds, mortgages, lawsuits, and commissioners action from the beginning of the county in 1803 to that date. This took about two years. In 1885 the Ewbank Abstract Office, John W. Ewbank, proprietor, opened its doors on High Street.

In 1900 James H. Ewbank came to Lawrenceburg and worked with his father in the abstract business during John W. Ewbank's ill health, and continued to do so until 1901.

In 1907 John W. Ewbank's health failed, and James H. Ewbank returned to Lawrenceburg and took over the management of the Ewbank Abstract Office and has continued since that time as owner and manager.

In 1946, after a tour of Navy duty during World War II, Gerald H. Ewbank returned to Lawrenceburg and became associated with his father in the abstract business.

For 68 years, the Ewbank Abstract Office has been located on High Street, and has served Dearborn County in all matters connected with real estate titles, and expects to continue for the indefinite future.

The Ewbank Abstract Office is the oldest business in Lawrenceburg continuously under the management of one family. The Ewbank Abstract Office issues title insurance of Union Title Company and writes abstracts from the only abstract plant in the county.

THE EWBANK ABSTRACT OFFICE

Established 1885

thereafter until his death. During the meantime, the church building was desecrated by being used as a carriage factory and blacksmith shop. The first Rector of this church was the Rev. T. C. Pitkin, who served one year and was succeeded by Rev. Chas. Prindle, who died at the close of the first year of his rectorship. About this time the most active layman of the little band died and two others removed from the city which caused a suspension of services until in the Fall of 1854 when services were resumed under the rectorship of Rev. A. C. Treadway. Services were continued at different intervals until June, 1856, when the last services by a clergyman of the church, of which we have any account, was held. In 1872, Mrs. Elma S. Leyman Tebbs, came to Lawrenceburg as a bride. Learning that the church had closed she and Mrs. Louise Koehler, another church-woman, began to take steps to reopen the church, and the fact that services were held on the 16th Sunday after Trinity, September 20, 1874, proved that their efforts were not in vain. The Rev. W. W. Throop, who had served in St. Paul's Church, Indianapolis, was appointed in charge of the churches in Lawrenceburg and Aurora by Bishop Joseph C. Talbot. Services were held in the courthouse, Odd Fellows Hall and private homes until the church building on Walnut Street was renovated and remodeled. Services were continued until 1905. It has been told that the bell used on this church had come from a steamboat. During the period the church was used as a blacksmith shop, the bell was sent for use in Grace Pro-Cathedral in Indianapolis, and was later returned to this parish as soon as services were resumed. The bell was very ornate and could easily be recalled by the present members of the congregation, for it was used on their present building until it had to be replaced. The bell now in use was donated by Mrs. Cornelius O'Brien. The small group of thirteen active members procured a corner at Center and Lake streets, the present site, and started the erection of a church building under the rectorship of Rev. Willis D. Engle. The cornerstone was laid in the Fall of 1905, and bore this inscription: "Bishop Knickerbacker Memorial." Due to inclement weather, the services for this occasion were held in the German M. E. Church nearby with the Rt. Rev. Joseph M. Francis presiding and the vested choir of the Resurrection of Fernbank, O., rendering the music. Pending construction of the new church at the present location on West Center Street services of the parish were held in the Sunday School room of Beecher Presbyterian Church and also in pri-

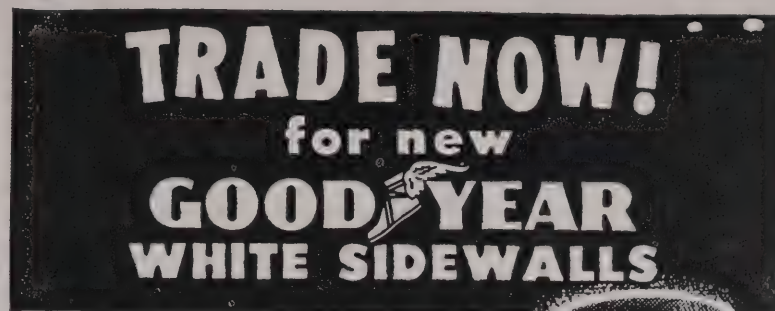
vate homes. The church was consecrated by Rt. Rev. Bishop Joseph M. Francis, Bishop of Indianapolis, Oct. 28, 1906. As a result of the 1913 flood the church building was badly damaged and the entire contents lost. Pleas were made at the Diocesan Convention in Indianapolis and received a generous response. As a result, the building was repaired and new pews, organ and all books were replaced. In 1917, a new concrete block parish house was added to the church plant. In 1920, a seven-room rectory, located on the corner of Center and Elm streets was purchased and remodeled. This was made possible from the sale of St. Mark's Church property in Aurora. At this time the two congregations were united into one parish. In 1936, a new addition to the parish home was started; this building was under construction when the flood of 1937 occurred, which again damaged the entire church plant and the rectory. Everything was lost with the exception of the brass furnishings, the altar and the font. Since that time the church buildings and rectory have been repaired, all furnishings replaced and a new Hammond organ installed. After the 1937 flood, services were held at the home of Miss Ella Squibb in Greendale. These services continued on each Sunday until taken to new quarters in the recreation room of the Old Quaker Distillery. Although the seemingly never-ending task of cleaning and repairing the homes of a large percentage of the parish was under way, the services held in the cold, damp parish house, were well attended. In June, 1939, all the church property had been repaired, redecorated and refurnished. The growth of the congregation of Trinity Episcopal Church has been steady through the succeeding years. Each year a class has been presented to the Bishop for Confirmation of sufficient numbers to more than equal the losses by death and removals.

The Union Valley Baptist Church was organized by Rev. Philip Obanon in 1893 in the home of Mrs. Mary Bradford on the Guilford Road. In 1907, under the leadership of Rev. Sim Dudley the present ground was purchased and church home erected. The church building was lost in the 1937 flood. The parishioners held their services after the flood in a tent on now what is known as Diehl Acres in Greendale, the tent later being transferred to the church grounds. In case of a big meeting services were held in the Art Hall in the old fairgrounds. On October 23, 1938, under the pastorate of Rev. F. W. Weathers the cornerstone was laid for the new building with appropriate ceremonies. However, only the basement was completed. The church was donated a

nice piano through the generosity of A. D. Cook, Inc., in January, 1941. The C. L. & A. Motor Delivery also contributed to this project by transporting the piano from Cincinnati to the church, without charge. In 1945, under the pastorate of Rev. J. W. Carr, the building was completed.

In the year 1907, a group of seven devout people who were of like mind concerning the doctrine of holiness as taught by Rev. John Wesley, became charter members of the Holiness Christian Church. Desiring a place of worship, these humble God-fearing people obtained a building on West William Street (now owned by the Lutterbeck heirs) which was being used by Jacob Evans for a carpenter shop, and after having purchased it from Joseph Males and Theodore Ludwig remodeled it into a nice church building. This building by the way was destroyed by the 1937 flood and was rebuilt into a garage for truck storage. Among the first members were the late Henry Rudolph, Rev. John P. Kennedy and his mother, Mrs. Ruth Kennedy. The Rev. D. L. Sailor, of Rushville, Ind., and Mrs. John P. Kennedy of Seymour, Ind., are the only surviving charter members. During the early years of its growth, the James Andersons, the Adam Schwings, the Clarence Geyers, the Nick Klumps, the Milburn Rands, the Misses Pearl Daymon, Katie Kestner, Lottie Rector (afterward Mrs. Henry Rudolph) and many other fine people united with the church, adding much to the small, but growing congregation. In 1919, at the General Assembly held at Cincinnati, O., the Holiness Christian Church united with the International Apostolic Holiness Church and the name was changed to the International Holiness Church. When the Pilgrim Church of California united with the International Holiness Church in 1922, the name was changed to the Pilgrim Holiness Church. Under the leadership of the late Rev. Edward Schoeff, a lot at the corner of Walnut and Tate streets was purchased. Mr. Fike, an uncle of Miss Katie Kestner, owned the lot and had operated a blacksmith shop there for many years. Construction was begun upon the present church and it was dedicated to the worship of God on February 18, 1923. The church suffered, as did others, during the 1937 flood, including the loss of their pews, but the building stood firm and the group once again set to the repairing and redecorating their place of worship, as they had in the flood of 1913, at the church on William Street. In the year 1944, while Rev. Miss Eula Kennedy (daughter of charter members, Rev. and Mrs. John Kennedy) was pastor, the last of the indebtedness was paid and a mortgage-burning

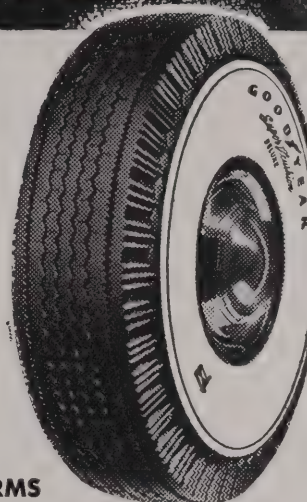
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LAWRENCBURG

service was held amid great rejoicing, on February 27, 1944. The church also owns a seven-room parsonage at 15 E. Tate Street which was purchased from the late Carrie Colt a number of years ago. In 1946, a two-car garage of cement block construction, was built at the rear of the church facing Tate Street. At the present time, under the able leadership of the pastor, Rev. Emery Wood, the church was covered with Perma-Stone which greatly beautified the building. Through the years the Pilgrim Holiness Church has stood as a monument to the noble sacrifices of those who believed in the "Old time religion" enough to give their tenth and more that others might learn of Jesus and His power to save from sin. Many of the sainted warriors have gone to their reward, leaving behind to their successors the Faith by which they lived and died. Sixteen pastors have served the church during its history, each of which has contributed his or her part toward the advancement of the cause of Christ and the Pilgrim Holiness Church of Lawrenceburg. The pastors who have served the church and their term of office is as follows: Rev. David L. Sailor, 1907-1911; Rev. Alma Shearer, 1911-1913; Rev. John Wallace, 1913-1915; Rev. Marion French, 1915-1917; Rev. Clarence Dye, 1917-1919; Rev. J. O. Eacret, 1919-1921; Rev. Edward Schoeff, 1921-1924; Rev. Ralph Chatfield, 1924-1926; Rev. E. C. Boyles,

1926-1927; Rev. Jesse Hayhurst, 1927-1928; Rev. Melvin H. Russell, 1928-1929; Rev. Edward Schoeff, 1929-1936; Rev. Ernest Crowder, 1936-1938; Rev. J. H. Sibera, 1938-1940; Rev. Eula E. Kennedy, 1940-1952; Rev. Emery Wood 1952—the latter being the present pastor.

The German Methodist Episcopal Church of Lawrenceburg had its origin in this manner: April 11, 1839 Rev. Adam Miller, pastor of Race Street Church of Cincinnati, preached to a congregation in Lawrenceburg, for the first time, and on the following months services were held every two weeks by Dr. W. Nast. On June 16, 1839, a class numbering ten persons was organized. Services were held for a time, until a church building was erected, in private homes, frequently in the dwelling of J. M. Mulfinger, also it was arranged with the trustees of Hamline Chapel to meet in their House of Worship in the little brick church erected in 1821 on Walnut Street on the site where the Liberty Theatre now stands. In 1842, the congregation rented a two-story red brick building on East Center Street, near the Oldtown city park. In the year 1845, this church became a station. In 1860, a substantial and commodious brick church with a home for the minister was erected on the north side of West Center Street between Walnut and Vine streets. It is of record that this church had com-

pleted their redecorating and installing a new furnace in January, 1926. Services had not been held in the auditorium of that church for some three years, due to the fact that many improvements had to be made.

Through the hard work and faithfulness of these people, the church had again been made beautiful. On Thursday evening, January 20, 1926, it was re-opened and re-dedicated with the Union Prayer meeting. The active preacher, Rev. A. F. Zarwell of Mount Auburn supplied the pulpit with one of the best ministers of Cincinnati. The soloists were Miss Dorothy Clause of the Conservatory of Music and Mr. Charles Blackmore of this city. Services were continued at that location until about 1927. On February 1, 1928 the church building was taken over by the Lawrenceburg Eagle Building Company, composed of H. W. Federle, president; H. M. Poellman, secretary, and Jacob Spanagel, treasurer. It has been used as a lodge hall for the Fraternal Order of Eagles since that time. The building was originally deeded to the Eagles on December 2, 1927.

Schools

The first school house of the village was erected on the public or court house square very early in its history. It was a log building and the first teachers in it were the Rev. Samuel Baldrige (a Presbyterian minister) and a Mr. Fulton. In 1808, Mrs. Mary



Semi-Pro Football in Lawrenceburg in 1902

MOON FUNERAL HOME

PHONE 77 - LAWRENCEBURG, IND.

HARRY T. MOON

LYNDON MOON

Moon and Schopmeyer was organized September 1, 1923, by Harry T. Moon and Oscar H. Schopmeyer. This firm was first housed in the Dr. Jackson property at 128 Vine Street.

In 1927 the firm purchased the property known as the Kunz & Ritzmann building at Short and Center Streets. After extensive remodeling this building became one of the few modern Funeral Homes in this area.

In 1940 the interest of Mr. Schopmeyer was purchased by Lyndon Moon, son of Harry T. Moon, and has since been known as the Moon Funeral Home.

In the year 1940 the entire funeral home as well as the front entrance was remodeled.

The Moon Funeral Home has expended every effort possible to serve this community with not only the finest but the first in many helpful service aids, such as Electric Chapel Organ, Invalid-Car Service, Post-War Funeral Car.

In these thirty years of service in this community we have tried always to be THOUGHTFUL, EFFICIENT, and SYMPATHETIC. Our success has been proof of the confidence the public has bestowed in us, for which we shall always be grateful.

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LAWRENCEBURG

AND ITS CITIZENS ON OUR SESQUICENTENNIAL

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OHLEH'S PHARMACY

YOUR REXALL STORE

Lane, the wife of Hon. Amos Lane, a woman of high culture and refinement, kept a school in Kentucky nearly opposite Lawrenceburg. In 1809, the Lane family moved to what was called Tousytown on the Kentucky side of the river, just opposite the city. At this point she opened a school, which increased to 70 scholars, being patronized by the people of the surrounding country. In 1814, the Lane family settled in Lawrenceburg and Mrs. Lane for a short time only taught in the log building above mentioned. In 1813, Zenas Hill is remembered as the school teacher of the village. The first school house erected in New Lawrenceburg was built prior to 1820, and stood on the same lot on which the present one is located. After the completion of the old Presbyterian Church in 1830, that stood on Short Street, the basement was a favorite place for holding school. In 1833, what was termed through the newspapers the "Lawrenceburg High School" was opened by Z. Castletine in this house of worship. In 1841, the school trustees advertised in the city papers that the free school of District No. 9 (including all that part of the township lying East of Grey's Alley) would be open May 10. The school, under the charge of Mr. Bundy, was to be kept in a room in Ferris' Row (formerly the McCullough Drug Company Building) on E. High Street, and that under the care of Mrs. C. Morehouse in the basement story of the Presbyterian Church.

In 1851, there were two high schools in the city, namely, the Lawrenceburg Academy, established by J. M. Rall, assisted by Miss Parmelis Fehr, and the Lawrenceburg Institute, established under the supervision of trustees, with Edward Cooper, A. M. principal. In addition to these there were in the city a select school held in the basement of the Presbyterian Church under the direction of Miss and Mrs. Porter; a middle district school taught by Mrs. Wardell; the Newtown District, Elmerdorf, and District No. 10, Germantown, taught by John D. White; there were also two German schools on Walnut Street, one German Catholic school taught by John F. Herwig, and the other both Catholic and Protestant, taught by Jacob Behmer. From 1840 to 1856, the following named were among those who taught in the basement of the Presbyterian Church: John M. Wilson, Dr. Potter, John D. White and J. M. Olcott. Under the new constitution of 1852, the public school system gradually got organized. The Lawrenceburg Grade Schools were organized and established the 15th day of November, 1856, by Omer Tousey, John Anderegg and Samuel Morrison, Board of School Trustees, and Norval Sparks, Clerk;

J. M. Olcott, Supt.; D. H. Pennewell, Asst. Supt. Mrs. Hubbel, Mrs. Brasher, Miss Yeatman and Miss Brower were teachers. The high school building, which is a part of the present building on Short Street, was erected in the year 1859 by the Township Trustee, Mr. Wm. Tate, and completed by his successor in office, Mr. John Ferris. The high school department was confined to the third floor of that building; at that early date, courses of study in the high school included not only Chemistry, Physics, Mathematics, History and English, but Astronomy, Latin, Greek and Biology. In the year 1865, by and in pursuance of an act of the General Assembly of the State of Indiana, the control and management of the city schools was transferred from the township trustee to a School Board of Trustees consisting of three persons—President, Secretary and Treasurer—to be elected by the council of the City of Lawrenceburg. The school property at that time consisted of two large brick buildings; one situated on the corner of Short and Market streets, surrounded by a beautiful park with fine playground for the children, and the other on the corner of Shipping and Fourth streets, a building erected in 1870.

In 1876, the Centennial year, appeared the following sketch of the Lawrenceburg public schools: The first class was graduated from the high school in 1872 and were Fannie Pierce, Mary E. Banyard, Emma C. Hauck, E. D. Freeman and Carrie H. Rowe. There were no more graduates until 1876. From that day to this there has been a class graduated every year and the alumni have reached a large number and are out in the world making their own way much better with the help of the equipment furnished in the Lawrenceburg High School.

In 1896, the high school course offered was extended from three to four years.

The cornerstone laying for the new high school building took place on Saturday, October 3, 1936 and Governor Paul McNutt was the principal speaker.

The Board of Control of the Lawrenceburg Consolidated High School made known early in June, 1937, their choice of a man to head the administrative organization of this new educational institution, so on Wednesday evening, June 9, Mr. Riddle was elected to serve as superintendent of the new and enlarged school, which two years previous was made possible by the consolidation of the three school units of Lawrenceburg Township, Greendale and Lawrenceburg City.

The long awaited dedication game between Lawrenceburg & Aurora High School in the new high school gym-

nasium was set for Tuesday, December 7, 1937. The Aurora Red Devils gained revenge for a defeat in 1934 when the Lawrenceburg Tigers handed them a defeat by winning a 34-25 game before the largest crowd to witness a game in the annals of the court game in Lawrenceburg. Approximately 2,000 people jammed their way to the gymnasium. Short talks by O. M. Keller, president of the School Board, and A. L. Trester, president of the Indiana High School Athletic Association, preceded the opening whistle of the battle.

Lawrenceburg Consolidated High School was formally dedicated at 2:30 on Sunday afternoon, June 12, 1938 and was open for the inspection of visitors from noon until six o'clock. This opening was attended by more than 800 persons. The address of the day was given by Hon. Charles P. Taft of Cincinnati; also a short talk by Supt. Jesse W. Riddle.

Lieut. Roy B. Neary was the first Lawrenceburg boy to give his life in World War II. He was killed in India about March 31, 1943, according to telegraphic reports received at that time. The new high school athletic field, south of the high school building, was named Roy Neary Memorial Stadium in honor of him.

It might be in order to list herewith the various superintendents, principals, etc. of Lawrenceburg High School from the beginning to the present time, as follows:

Superintendents of Lawrenceburg City Schools: J. M. Olcott from 1856-1865; Josiah Hurty, 1865-1866; John C. Ridpath, 1866-1869; J. L. Housekeeper, 1869-1870; E. H. Butler, 1870-1875; J. R. Trisler, 1875-1884; T. V. Dodd, 1884-1887; W. H. Rucker, 1887-1895; G. D. Knopp, 1895-1896; R. E. Call, 1896-1898; T. H. Meek, 1898-1904; Jesse W. Riddle, 1904-1939; George W. McReynolds, 1939-

Principals of Lawrenceburg City Schools were: Mary E. Thompson, 1870-1873; Alvin S. Jaquith, 1873-1874; J. R. Trisler, 1874-1875; W. F. Gilcrest, 1875-1876; W. H. Isley, 1876-1877; Ida Boyer, 1877-1878; C. D. Bogart, 1878-1881; T. V. Dodd, 1881-1884; G. L. McIntosh, 1884-1885; T. H. Meek, 1885-1886; W. H. Rucker, 1886-1887; T. H. Meek, 1887-1891; G. D. Knopp, 1891-1895; T. H. Meek, 1895-1898; George C. Cole, 1898-1907; Hiram W. Peters, 1907-1908; M. D. Webb, 1908-1910; Lydia A. Sembach, 1910-1918; A. B. Ward, 1918-1928; Jesse M. Hansell, 1928-1937.

Administrators serving Lawrenceburg Consolidated High School, as superintendents, were: Jesse W. Riddle, 1937-1939; Harold C. Crater, 1939-1941; Harold C. Benedict, 1941-1942, and Huram P. Harrison, 1942 to present time. Principals were: Burton W. Gorman,

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Lawrenceburg, Ind.

Mr. George Huschart, Sr. founded the Lawrenceburg Granite & Marble Works in 1841 in the building located at 219-222 Walnut Street. When this location proved too small, he purchased the property at 401-407 and built a large shop and display room. That building was totally destroyed by the 1937 flood.

Mr. Frank Henn became a partner of Mr. Huschart in 1866, having learned the trade in Germany. In 1889, Mr. Huschart died after 48 years of operation. Succeeding partners of Mr. Henn were Jacob Hammerle, Henry Knorr and Michael Huschart, all who preceded Mr. Henn in death.

In 1924, after 58 years of continuous ownership, Mr. Henn sold the business to Henry M. Sellers. Mr. Sellers came to Lawrenceburg in 1912 from Greenfield, Ohio, where he had been associated with his father and later his brother in the Sellers Monument Co.

In 1936, the Lawrenceburg Granite & Marble Works was moved to a modern plant on old Route 50 in Homestead where in 1950, Mr. Sellers' son-in-law, Earl S. Kittle, became associated and continues as manager since the death of Mr. Sellers in 1952. Mr. Sellers worked in the monument trade 47 years.

The Lawrenceburg Granite & Marble Works is proud of its 112 years of faithful service to the community and of its part in the 150 years of Lawrenceburg's history.



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Old Garnier Brewery Workers

1937-1939; Harold C. Benedict, 1939-1942; Lloyd H. Barker, 1942-1944; Dwight W. Prather, 1944-1945; L. D. Hoshaw, 1945-1946; H. P. Harrison, 1946-1950; Kenneth Young, 1950-1952; and H. P. Harrison, 1952 to present time.

Realizing that education without religion was insufficient, the founders of St. Lawrence congregation established a Catholic School almost simultaneously with the organization of the Catholic parish in Lawrenceburg. The beginning was indeed humble.

In 1844 the first parish school was opened in a little room on Walnut Street which was rented for that purpose. Mr. Jaeger and Mr. Walter were successively the first teachers. The first church also was used at one time for school purposes but later a small frame school building was erected.

In 1869 the St. Lawrence congregation donated to the Franciscan Sisters of Oldenburg, Ind., a piece of ground adjoining the church. This ground was south of the church and was also a part of Outlet No. 51 which the organization had purchased in 1866. Upon this ground the Sisters of St. Francis erected a large three-story brick building which served as the parish school until June, 1927.

When Rev. Wm. Kreis became pastor of St. Lawrence in August, 1917, the most urgent and important problem facing him was the building of

a modern school building and of a suitable convent for the teaching sisters. With this object in view, he began to accumulate the necessary funds. After nine years of ardent effort and careful economic administration of parish finances, the fund accumulated seemed sufficient to warrant the venture. On May 25, 1926 St. Lawrence congregation purchased the old school building from the Sisters of St. Francis of Oldenburg at a price of \$2,000. It was on January 1, 1923, that St. Lawrence parochial school was made a free school; previous to that date each family had paid a certain amount of tuition per month for each pupil.

On June 22, 1927, the cornerstone of St. Lawrence Parochial School was laid according to the ritual of the Roman Catholic Church. This ceremony was performed by the Rev. Wm. Kreis, pastor of St. Lawrence Church, assisted by the Rev. Wm. Knapp, assistant pastor at that time.

On November 20, 1927, St. Lawrence School was dedicated with fitting ceremonies. The St. Lawrence School is under the able direction of the good, self-sacrificing Sisters of St. Francis of Oldenburg, Ind. In the summer of 1939, the school playground was hard-surfaced.

Wharfboat

The wharfboat business has had a history and it runs with that of the river. Back in 1833, Charles Spooner

was what was then called Recorder for the Town Council. In the proceedings of the council under date of April 23, 1833 he records that Jesse Hunt, wharfmaster, reports that the receipts for the year were \$42.75, but only \$23.75 had been in his hands. Arthur St. Clair Vance was president of the Town Council at that time. On June 21, 1838 a committee consisting of Messrs. Lane, Springer and Sparks was appointed by the Council to investigate and report on the advisability of the town instituting a wharfboat at the town landing. The council then proceeded to act. The committee in its report advised that the council purchase a boat between say 80 or 90 feet in length and 18 to 20 feet in width and have it finished by "our local mechanics". An appropriation of \$75 was made to finance the matter. It does not appear as to what date private capital became interested in furnishing the wharfboat and the wharf leased to them. In 1854, Alexander Beckman was wharfmaster and he continued for nearly twenty years. Following him was Marty and O'Toole who turned it over to Charles and William Wolf. In more recent years the wharfboat has been owned by the Peoples Coal Company, but that wharfboat was carried away during the winter of 1925-1926. But, on July 1, 1926, Lawrenceburg had a wharfboat. George Kunz and Elmer G. Harry secured a suitable

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ON ITS SESQUICENTENNIAL**

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wharfboat at Cairo, Illinois; the same was towed here and anchored at the wharf.

City Parks

The park now located on East Center Street between Arch and St. Clair streets was platted in the year 1839. Originally it was a weed patch and later was occasionally used for medicine shows and market place, and was laid out as a park in 1903, so far as we have been able to ascertain from information available. At least the trees were planted in 1903 and we have this information from a "young" lady who informed us that the trees were planted in the park the same year in which she was born. Charles Crontz was one of the early custodians of the park, and evidently some time back there was a fence around the park as the minutes of City Council in November, 1922, stated that instructions were given that the fence be taken down around the First Ward Park.

The Newtown Park was laid out about the year 1819. Formerly it, too, had a fence around it and from the best information obtainable this fence was torn down about the year 1890. There was also a bandstand in the center of the park where band concerts were usually held on a Monday night during the latter years of its existence. The bandstand was evidently torn down about the year 1923 as the minutes of the City Council showed that the bandstand was ordered repaired April 3, 1922. April 16, 1923, a committee of Newtown councilmen and the Mayor met with the Newtown Water Company to devise plans for placing a fountain in Newtown Park, and then the Newtown Water Company, at its regular meeting early in May, 1923, appointed a committee to solicit funds for installing this fountain. All citizens were required to donate liberally as this was an improvement that had long been desired and added much beauty to the park. The Newtown Water Company, Fire Company and citizens applied for and were granted permission to erect the fountain in the park according to minutes of City Council of June 18, 1923. Installation of the fountain was started in April, 1924, and the work was completed in a few weeks. The benches at that time were also repainted and replaced. This added much to the beautifying of the park and a beautiful rest place for incoming tourists.

Liedertafel Society

About 1852 the residents of Lawrenceburg who had come from the "Fatherland" organized what was called a German singing society and gave it the name "Liedertafel", the intent being for amusement, pleasure and the development of musical tal-

ent. This society was incorporated in 1858, and held its meetings in various places in Lawrenceburg. At one time they had a hall in the Dober building on Walnut Street and at another time they occupied the floor over the auto and carriage shop of J. H. Knippenberg in Newtown, the building at present being occupied by Gompie's Bicycle Shop. From this location they moved to the building located near the Haversiek Grocery on Margaret Street. They remained in the latter place until their new building was completed on Walnut Street. The trustees at that time who supervised the building on Walnut Street on the site now occupied by Liberty Theatre, was Isadore Harry, Frank Federle and Fred Kleinhans. This building was erected about the year 1895. This society, one of the first musical and social societies of Lawrenceburg, changed its name to the Liberty Society and the building to Liberty Hall early in January, 1918. Before the 1913 flood, the Liedertafel Society laid claim to having the finest dancing floor and best and safest opera house in Indiana. The Liberty Hall was leased to J. D. Bruner in 1921 which he purchased in February, 1923. Mr. Bruner operated same until July, 1933 when same was taken over by Ralph Sacker, who is the present proprietor and operator.

River Transportation

When it came to steamer packet service, Lawrenceburg was well situated. It always had been a mart for steamers traversing the Ohio River. During the early part of the history of the city, before the days of railroads, Lawrenceburg was a busy place when it came to out and in shipping, as from miles around the produce of the country was brought here for shipment, the same by all incoming shipments of goods, Lawrenceburg was the distributing point. During the passing years, owing to the coming of railroad transportation, the river packet service almost became a thing of the past, yet the Louisville and Cincinnati Packet Company did not give up, its management believing that there was a future for river service and for 106 years it had continued to try to build up the service, so that today (in 1926) it is the oldest steamboat organization in the world that had not become decrepit with age, so that on that day (also back in 1926) thousands of dollars were being spent by the company to give its many patrons better service. Its two great steamers, "Queen City" and the "Cincinnati" could be seen daily plying the placid waters of the Ohio River in passing Lawrenceburg. In addition to the regular daily voyages and the week-end trips, another thorough enjoyable trip one could take was the

"Meet the Boat" trip. Leave either Louisville, Cincinnati or intermediate points on Sunday, ride along the river, enjoying all the sights, until the other boat was met, transfer to it and return to the starting point. A good dance orchestra was carried on both boats on Sundays for these trips. Many people, not only of Lawrenceburg, but of all the nearby community would make the "Meet the Boat" trip every Sunday. If you were a lover of living over the days of the past, you could refresh your memory by seeing the spots and cities of pioneer days, some places where heroic and memorable deeds transpired. It was truly a grand privilege, yet little appreciated, to live in a city like Lawrenceburg, when, tired and worn out of an evening, you could sit on the river front, watching the gentle flow of the waters of the grand old Ohio River, or, if desired, take a cruise on one of the superb boats of the Packet Company.

"Herdick" Days

Another form of transportation which we should mention here were the days of the "Herdick". The first party to operate this means of transportation was none other than Mr. George Lowe. It was known as "Lowe's Herdick". It was drawn by two horses and the vehicle held about eight persons. His headquarters were on Walnut Street, near the Gordon Store corner. The fare was only five cents which would take you all the way to Greendale Cemetery. He would arrange to pick you up at your home to take you over to the passenger stations or down to the river in case you wanted to travel via boat. He had his "herdick" in operation from 1890 to 1908. Another party also operated a "herdick" about the same time—he was Mr. Parker Rand, who made his headquarters on the opposite side of Walnut Street near Parry Corner, or what was formerly the Abe Frankel Store corner.

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Mr. H. Lee Early started in the grain business in Lawrenceburg with Mr. Lewis B. Daniel in 1881. The business was opened in the building now occupied by the Lorey Five and Ten Cent Store on Walnut Street. A store was also set up in Aurora by this firm and in the year 1889 the main store was established in Cincinnati when the Early & Daniel Company leased the Big Four Hay Warehouse. They continued business here, however, with Mr. William Caldwell as buyer.

The bell tower on the Newtown Engine House was completed in December, 1889, and was an ornament to the building. The bell being hung at an altitude above surrounding buildings, its intonations were heard distinctly throughout the city.

HOFF'S STANDARD SERVICE

THIRD & WALNUT

LAWRENCEBURG, IND.

Eugene M. Hoff came to Lawrenceburg from Batesville, Ind., December 16, 1946 as operator of the Standard Service Station and immediately began to make friends and build his business.

In 1949 Mr. Hoff leased the New Gulf Super Service on Third Street and conducted the largest business of its kind in this area, including a complete recapping service. It was here that the new Nash car was first introduced to Lawrenceburg.

Mr. Hoff purchased the property on Route 50, which was formerly the Valley Airport, and operated a Used Car business until leasing the property, when he returned to his original location, the Standard Service.

Mr. Hoff's hobby of raising German Shepherds has developed into the Law-Gre Kennels with a kennel of nine dogs at the present time.

Mr. and Mrs. Hoff have four children and reside at 329 Elm Street, Lawrenceburg.

E. BARROTT & SON

311 WALNUT STREET

LAWRENCEBURG, IND

The oldest hardware business in the city was established by Wm. F. Cook, youngest brother of A. D. Cook, in the building now occupied by E. Barrott & Son's housewares department. This was in the year 1888.

In 1890 the business was purchased by Eneas Barrott and his son, Elkanah Barrott, who continued to operate the firm in the building mentioned. The building at 311 Walnut Street was occupied at that time by the A. D. Cook Co. When the Cook Company moved to their plant in Greendale they leased the two upper floors at 311 Walnut Street to the Internal Revenue department during A. E. Nowlin's term as Collector of Internal Revenue.

Some years later E. Barrott & Son moved into the lower floor and basement of the three-story building now occupied by the hardware department.

In 1903 the elder Mr. Barrott retired, selling the business to his son, Elkanah Barrott, who continued operations with his son, Eneas Barrott.

In 1942 Elkanah Barrott retired from business and sold the firm to his son, Eneas Barrott, who now operates the firm with his son, Eneas, (better known as Bud) who is the great grandson of the founder.

Four generations of the Barrotts have conducted this successful firm in our community and can truthfully say . . .

"If It's Hardware . . . We Have It"

The electric light company furnished lights on Saturday night, May 24, 1890. Several lights were suspended at street crossings as sample lights. The patrons of the company were generally very much pleased with the light furnished.

Work of manufacturing ice was started at the J. B. Garnier Brewery on Third Street on Saturday afternoon, July 19, 1890. The plant, including building, machines, pipe, etc., cost upwards of \$20,000, and the capacity at that time was from five to six tons of ice every 24 hours.

The Spanish-American War started in April, 1898 and ended with the treaty of peace which was signed December 10 of the same year. Shortly after war was declared, President McKinley called for volunteers and thousands of men in all walks of life responded, in fact so many that a large number had to be turned away. Among the many who heeded the President's call and offered their services to the country were a number of young men from Lawrenceburg where Company "M" was organized. According to the "Record of Indiana Volunteers in the Spanish-American War", issued at Indianapolis in 1900, this company was composed of 110 men, including officers and privates. Of this number more than one hundred enlisted on the same day, June 27, 1898. Sixty-one of the entire company were listed

as from Lawrenceburg. This company left Lawrenceburg July 2, 1898 for Indianapolis where they were in camp about three weeks; then they went to Jacksonville, Fla., and after remaining there for three months were sent to Savannah, Ga. On December 13, they sailed from Savannah and arrived at Havana, Cuba the following day. They remained in Cuba until March 29, 1899. On their return to the United States they landed at Savannah, Ga., and after remaining there about a month were all mustered out on April 30, 1899.

As we come to the end of the nineteenth century, it might be worthy of note to mention that Lawrenceburg's population, including that of Greendale, may be reckoned at 6000. Ten churches, four schools, one state and two national banks, with a combined capitalization and surplus of more than \$350,000; three building and loan associations, capitalized at about \$3,000,000 and a wealth of large manufacturing have contributed to their moral, intellectual and financial stability during that period. Lawrenceburg is truly one of the most noted cities of Indiana when it comes to incidents connected with men who had a part in state and national affairs, as well as international. It was to Lawrenceburg came the great French patriot, General Lafayette in 1825 to visit his comrade, Col. Zebulon

Pike. It was Lawrenceburg where the great American diplomatist, Hon. Anson Burlingame, came to address the people during the Lincoln presidential campaign. Mr. Burlingame spoke in one of the then large warehouses which stood on the banks of the Ohio River. Mr. Burlingame was later made minister to China, and while in China helped that nation to formulate its treaties with other nations. It was to Lawrenceburg that the noted street preacher and evangelist, Rev. Butler of Los Angeles, Calif., came and addressed the people in Hamline Chapel for a week on "Pioneer Life in California". Later Butler became a bishop in the Methodist Church in Africa. General Wm. T. Sherman, whose name became nationally known, because of his march to the sea, through the territory of the Southern Confederacy during the Civil War, came to Lawrenceburg in company with his brother, Senator John Sherman, and General Ambrose E. Burnside in September, 1865 and spoke at the Dearborn County Fair. Rev. Jos. Tarkington, grandfather of Booth Tarkington, the great novelist, was the first stationed preacher here of the Methodist Church. During his ministry here the late Henry Ward Beecher of the Brooklyn Tabernacle was pastor of the First Presbyterian Church. Perhaps the greatest of all world histories was written by a Lawrenceburg high school



Scene from "Fifi of the Toy Shop", presented Nov. 5-6, 1914. Reading left to right: Ethel Miller, Eljean French, Lydia Ferger, Frances Gardner, Eugenia Kennedy, Helen Knorr, Lorena Federle, Agnes Havel-siek. Seated is Florence Fichter.



JOSEPH E. SEAGRAM & SONS, INC.

DISTILLERS SINCE 1857

professor, J. C. Ridpath, whose many volumes of interesting historical reading have gone to all corners of the earth.

Time marches on. We now approach the Twentieth Century which entered quietly as the events of Times come and go.

It was sometime in 1899 that Mr. J. C. Hooven, knowing of the great number of people who were daily travelling between Cincinnati, Lawrenceburg and Aurora, conceived the idea that a traction line would be a paying proposition. So that early in 1900, the laying of the tracks began and it was not until the latter part of May, 1900, that the first C. L. & A. traction line came into Lawrenceburg. Mr. John Hey, now living at Cleves, Ohio was the motorman and Mr. Roy Trester of Aurora was the conductor. That first day the car was kept running between the Homestead bridge and the B & O tracks in Lawrenceburg, that part of the track not being finished from B & O tracks to High Street terminal. The fare was five cents per person each way and the car kept going constantly between those two points. Inasmuch as the bridge over Tanner's Creek was not completed until several months later, the C. L. & A. Electric Railway Company shipped a car via the B & O to Aurora, Ind. This car ran from Aurora to the Tanner's Creek bridge where the people walked over the regular bridge and boarded the traction car waiting for them on this side of the bridge. The 1913 flood did so much damage to the C. L. & A. property that the company was compelled to go into the hands of a receiver. Freight shipments were also handled by the C. L. & A. Traction Company starting about 1921, and at that time the Lawrenceburg office alone was handling about 25,000 pounds of freight per day. The receivers of the company asked the Interstate Commerce Commission in Washington, the Public Utilities Company of Ohio and the Public Service Commission of Indiana for the privilege of increasing the passenger fare effective Sept. 1, 1924. The company showed a falling off of passenger revenue for the first six months of 1924 compared to the first six months of 1923 of \$7043.61 and an increase in operating expense during the same period of \$2,735.57. The C. L. & A. Traction line was sold to the highest bidder at the courthouse in Lawrenceburg on Wednesday, December 1, 1926. It was bought by the Union Trust Company of Indiana for \$205,000. The trust company was represented by Mr. Charles H. Deppe of Cincinnati. The road had been in the hands of a receiver for several years; this sale lifted the receivership and placed the road in po-

sition to make much needed extensions. In answer to a petition filed by the C. L. & A. Railroad Company, seeking to abandon the road in the State of Indiana, a public hearing was held by the Public Service Commission in the Lawrenceburg Council Chamber on Monday, October 19, 1930. Quite a number of representative citizens of Lawrenceburg and Aurora were present to make protests against the abandonment of this public utility. Shortly after this hearing an opinion on same was handled down and the City of Lawrenceburg officially notified that the owners of the road were authorized to cease operation on and after midnight on Sunday, November 2, upon the placing of written or printed notices to that effect in its stations within the state of Indiana and on its cars operating upon said lines. There was mourning at the C. L. & A. R. R. bier over its passing into desuetude, into silent sleep, to dream, to sleep, to repose, possibly forevermore, its days of profitable usefulness having come to an end. This may not have been in accord with the laws of progress and development as is usually interpreted, yet in the nature of present day movements the traction line was forced out of business by the motor vehicle. It had for some time been a losing proposition, and the operators finding an opportunity to stand from under had done so. The last car to leave Lawrenceburg took its departure Sunday morning, November 23, 1930. The hour set was Saturday night for the last call and last car out of this city, but an accident and derailment at the B. & O. R. R. crossing in Aurora, caused the delay. A party of old-timers who had served the road in its early stages of prosperity and some of whom rode the first car into Lawrenceburg had assembled here to ride the last car out, but were denied this privilege by the delay due to the mishap. In that loyal group were James Wilson, then manager of the Miami Tire Company; "Motsey" Koenig, now at the New Reagan Hotel; Mayor Jacob Spangiel, Hugo Federle, the faithful local agent up to the last hour; Chief Edward Fasnacht. This bunch of employees and former employees of the company kept watch until about 2 A. M., when they learned it would be daylight before the car could be put into action, then dispersed to their respective homes, regretting that they were foiled in their plans and desire. The last car was in charge of Operator Emmett Klem with Flagman Lewis Carr in attendance. As mentioned above, the first car over the C. L. & A. into Lawrenceburg was during the last of May, 1900, and was hailed as an event of great promise.

it rendered a most efficient service. Among those who served this road were: George T. Bateman, C. Wm. Fangman, Julius G. Schwing, Harry S. Marshall, John Bihr, George Bihr, and Joe Bihr, Joseph Whitaker, Edward Fasnacht, Stanley Batchelor, George Hancock, Hubert Gillum and John "Jack" Justis. The freight business of the road, however, had the same careful attention as heretofore, with Mr. John Drummy as manager and Hugo W. Federle in charge of the local freight office in the building in what is now occupied by the Lorey 5 and 10 Cent Store, then the Lawrenceburg Press Office. The freight service only continued for a short time and then was discontinued, all the freight being handled by motor freight. The last of the C. L. & A. tracks which were on Walnut Street was taken up on Tuesday, May 12, 1942 and the rails were used for scrap.

The following is an account of the 100th Birthday of Lawrenceburg as celebrated on April 8, 1902: The program which appeared in the two local papers was headed by the proclamation of Mayor W. H. O'Brien, which states: "To the People of Lawrenceburg: The 100th anniversary of the day on which the founder of the City of Lawrenceburg dedicated the site of our beloved city to the public will occur on the 8th day of April, 1902. It seems fitting that on the occurrence of the centennial anniversary of our existence as a city there should be an exceptional celebration; therefore, I must respectfully urge all citizens to suspend business and work at noon on the day named and unite in making the observance an event long to be remembered in the history of our city. W. H. O'Brien, Mayor, Lawrenceburg, April 2, 1902."

The public school exercises which were held at the Liedertafel Hall (now the Liberty Theatre) opened at 9:45 A. M. with the singing of "America", led by a selected group. After the prayer by Rev. C. F. Dame, the program consisted of recitations by pupils and group singing by grades one, three, four, five, six and seven. Recitations were given by Beulah Baxter, Leroy Lommel, George Lommel, Willa Mae Corbin, Goldie Miller and an original recitation given by Loah Gleason, "The Pioneer Girl", which had been composed for the day by Mrs. E. G. Hayes. Essays were given by Robert E. O'Brien, Charles Lowe and J. Howard Moore. The high school sang a song in unison and Lessie Harry sang a solo, "The Pioneer's Return", which was another original composition for the day, the work of Dr. S. H. Collins. Edna Menke played a piano solo and 16 girls gave a Sword Drill as Clara Taylor recited the "Charge of the Light Brigade." An

JAMES WALSH & COMPANY, INC.

LAWRENCEBURG, INDIANA

**Distillers and Blenders
Of
Fine Whiskies**

Owned and Operated
By The
O'SHAUGHNESSY BROS.



Big Four Depot and Turntable at Lawrenceburg

address on the subject "Our Children", by T. H. Meek, superintendent of schools, and unison singing of "Marching Through Georgia" concluded this section of the program.

A Horse Show on High Street at 11 A. M. followed as the second part of the celebration with entries of "fine horses, fancy turnouts and decorated vehicles, etc."

At 2 P. M. the program returned to the Liedertafel. Rev. J. T. O'Neal gave the invocation and the orchestra played numbers between addresses, given by the Hon. Jacob Piatt Dunn of Indiana, the Hon. J. H. McNeely of Evansville and Mrs. Caroline M. Hayes of Lawrenceburg, which were followed by short addresses by N. S. Givan, G. M. Roberts and W. N. Hauck. Rev. G. C. Maul gave the benediction to conclude the formal program.

The celebration was not over, however. At 7 to 8 P. M. there was a band concert at Newtown Park. At 8 P. M. the crowd moved to Walnut and Third streets for the fireworks display which lasted for an hour and which had been especially designed for the occasion.

At 9 P. M. the crowd was invited to reassemble between High and Center streets on Walnut Street which had been prepared for a gala carnival in the Mardi Gras manner. Band stands had been erected in the center of each square and vehicles had been kept out of the area since noon. The published rules stated that no persons without masks would be allowed between the curbs and all per-

sons without masks must remain on the sidewalk. The Grand March began thirty minutes after the fireworks display, and the King of the Carnival had complete charge between 9 P. M. and midnight. Everybody had been invited "to take part and have a jolly time. Make merry. Get enough to last you for a century."

The old electric light plant was formerly located on Front Street between Fourth and Sixth street in Newtown and was owned by Mr. James Johnson. The City of Lawrenceburg took over the old system and built the new plant on Third Street which was put into operation in 1902. John Fox was the contractor. Acquisition of the property took place on August 27, 1901. Bonds were issued in the amount of \$30,000 to finance the construction of the building; these bonds were retired at the rate of \$346.10 per month which the Light Company division charged the City of Lawrenceburg for municipal street lighting.

Movies, Nickelos

McMahon and Jackson opened the first moving picture theatre in Lawrenceburg. It was located in the building on W. High Street now occupied by Fitch Bros. Funeral Parlor and it was opened to the public in 1906. Prior to this show taking over this room, Mr. Eckstein operated a bicycle shop there and rented out bicycles for 25 cents an afternoon. Those were the days of the silent pictures and the admission was only five cents. The shows in those days generally consisted of an illustrated song, comedy and a feature film, and

once in a while a Serial. The piano players were Miss Hurd and Mrs. Mae Volz Watts, while the vocalist was Mrs. Edna Emmert. McMahon and Jackson operated this theatre for about three years when they sold same to Mr. Lew Gramer. When Mr. Gramer took over, Mrs. Watts still continued as pianist and Mrs. Emmert as vocalist, while Carl Gramer was on the drums. The electric current to operate the arc light in the projection machine was furnished from a wagon which was parked in front of the theatre.

Another Nickelo was opened up several years later in 1908 in the room on East High Street now occupied by the Chat 'n Nibble Restaurant. This was operated by the Warneford Brothers, William and Frank. Together they operated the show and later William took over the show business, while Frank engaged in the motor car business. This show was in operation until about 1911 when the Gem Theatre was built on East William Street on the property now occupied by the A. B. C. Motors. Mr. William Warneford passed away the latter part of 1924 and for four years thereafter Mrs. Meta Warneford operated the show when she sold the property to Taylor Brothers who afterwards, in 1936, erected the building now occupied by A. B. C. Motors, Inc.

Also in the year 1908 a theatre was opened on the second floor of the Odd Fellows Building by Messrs. Dr. G. M. Terrill and Adam Vesenmeier. The first picture machine operator who turned the crank in that theatre

SCHENLEY

AT LAWRENCEBURG



The distilling industry has been identified with Lawrenceburg almost since the first hardy pioneers settled here 150 years ago; and Schenley is proud to be part of the over-all pattern.

In 1809, Isaac Dunn and Stephen Ludlow established a two-barrel-a-week distillery on the site of what is now Schenley Distillers, Inc., the largest and oldest of that company's vast operations. Less than a half century later, the same factors that led Dunn and Ludlow here . . . high quality limestone water . . . abundant top grade corn . . . good transportation . . . influenced Kosmos Frederick to construct a 300-bushel distillery on the same site.

In 1868 two brothers, W. P. and G. W. Squibb, Aurora rectifiers, assumed ownership and began operations under the name of W. P. Squibb and Company. After the Squibb brothers' death, their heirs incorporated, in 1913, under the firm name and constructed what was probably the last distillery property erected prior to Prohibition.

After a brief operation as a spirits producer for munitions purposes during World War I, the plant remained closed for 16 years. Then in July, 1933, Schenley

acquired the property and organized the Old Quaker Company. Five months later, with Repeal, the first barrel of whiskey was drawn off and the historic plant again began fulfilling a historic function.

Fine distilled beverages leave the Lawrenceburg plant for distribution all over the world. This year, one of Schenley's most popular bottled-in-bond bourbons, Old Quaker, is celebrating its 75th anniversary.

In the 20 years since Repeal, the original Lawrenceburg investment has mushroomed, under Schenley ownership, into a multi-million dollar enterprise, employing many hundreds of workers and providing widespread economic and social benefits to the community, state and nation. Some 92 buildings covering 226 acres today are required to carry on the distilling operations, livestock feed production and other activities.

The Federal Government and the State of Indiana share generously in the proceeds of this plant's wide-scale operations, the Federal revenue alone being up to \$75,000,000 per year.

Lawrenceburg and distilleries are synonymous, working together, growing together and hoping to be together for another 150 years.

was none other than Walter G. Decker. In those days it was necessary to turn the crank in order to project the film as the electric driven machines were not yet in use at that time. Messrs. Terrill and Vesenmeier operated this show for several years when Dr. Terrill sold his interest to Mr. Vesenmeier. Mr. Vesenmeier then took Mrs. Kate Guard in as a partner. This partnership later sold equipment, etc. back to the Odd Fellows Lodge, who operated same until January 8, 1921, when it was taken over by Messrs. Sturm Klausing and Ray C. Johnson, the latter buying out Mr. Klausing's interests after several months of operation. The name of the show place was then changed to The Palace. In addition to first class pictures, vaudeville was also put on every Saturday evening and shows such as medicine shows, stock company shows, boxing bouts, etc. were presented during the year. Mr. Johnson operated the Palace until April, 1924, and he then disposed of the screen projection machines, etc. and from that time on no more shows were allowed to open in the second floor; at that time there was only one other upstairs movie house in the state and that was over at Bedford.

Another Nickelo not to be overlooked was the Newtown Nickelo operated by Mr. August Poellman which was opened during the year 1911. This show was located in the West side of the building now occupied by Gompie's Bicycle Shop and operated only for three or four years. It will be recalled that Mrs. Anna Rief was the pianist at this Nickelo.

Mr. Lew Gramer also operated the Airdome Theatre on Saturday nights when local talent, also acts from Cincinnati, were presented. The Aerdome occupied the site where the A & P Grocery is located.

Motion pictures were also shown at the Liedertafel back in those days and are at the present time at the now Liberty Theatre under the management of Mr. Sacker. Mr. J. B. Weddle erected the Walnut Theatre in 1924 and opened the business the latter part of that year.

From the flood of 1884 to the high stage of the Ohio River of 1907 there was no flood of serious proportion. The freshets of 1897 and 1898 were of sufficient height that the cities of Lawrenceburg and Aurora were inconvenienced. To Lawrenceburg these floods were of great importance in that they gave the first real test to the immense levee that had been constructed by the City and the United States Government. This embankment, 68 feet high, reached from Hardentown to the fairgrounds, crossed the Baltimore & Ohio Southwestern

Railroad and followed the Ohio River to the Mitchell Brick Company's plant, thence it curved to the northwest and ended near the Bauer Cooperage works. Landslides were frequent and in every case revealed poor materials as the cause. These defects were remedied and every known weak place was fortified against the visitation of another flood.

The December of 1906 was mild and rainy and any cold snap that came was of short duration. Towards the end of the month a steady rainfall began that continued without much cessation for three weeks. Toward the end of that time the rainfall grew more severe, especially in the Miami valley. On Saturday, January 19, the elements cut loose in all their fury. The wind freshened from a little breeze in the morning to a forty-mile-an-hour gale by night and hurled gigantic waves against the lower levee. Each onslaught loosened some of the dirt from beneath the cross-ties of the Big Four switch, which ran over that part of the bank. By nightfall it was evident that a great effort must be made to save the levee in this quarter, and even as the force was being organized to push this work there came such a rainfall as was seldom experienced. Water fell in torrents and, with the river at a 64 foot stage, the worst was feared. This rain, however, proved to be purely local.

That night fell black as a dungeon and all through the long hours a faithful crew of men, most of them being business men and clerks, unused to manual labor, pitched rock and sacks filled with gravel into the washed places. With the wind blowing a veritable gale, the night so dark that a workman could not recognize the man next to him, and with the very bank beneath the cars washing away a little with every wave that struck the levee, these things made the night one of terror and those who toiled there were displaying a form of heroism that is rare indeed. It was that night's work that held the levee from the increased pounding of the huge waves. During the night six dwellings in Polktown, outside the levee, were raised from their foundations and dashed against the levee. The coming of daybreak showed them reduced to splinters, with no indication that these pieces of wood were parts of houses.

By Monday evening, January 1, 1907 the water reached a height of 66 feet, of about one foot more than was registered at Cincinnati. This was on account of the late rise out of the Big Miami. This stage, to the surprise of many people, came a few inches over the top of the levee east of Elm St. This was accounted for by the "set-

ting" of the levee which at that point sank about two feet. But the water was kept out of the city by building a barrier of boards and sacks filled with sand and gravel. The manner in which Mayor Bielby handled this great crisis excited admiration from all sides. There was no undue excitement and citizens were plainly told what was expected of them. When thus told they did their duty and saved their city from the water.

The experience gained during the threatened flood of 1907, pointed out the necessity of facing the levee with some sort of material that would prevent washing in future times of high water. Public men succeeded in getting another congressional appropriation and the levee was faced with concrete all along the side exposed to the Miami River, while the lower levee was covered with great slabs of heavy stone. At the same time the embankment was raised to its intended height of 68 feet, and further strengthened in places which seemed in need of it.

It might be stated here that on July 1, 1912, on account of the extreme high price of malt and hops, and the loss of cooperage, Mr. Victor Oberting advertised that the Garnier Brewery would raise the price to \$1.00 for an 1/8th barrel of beer and fifty cents to secure the return of the cooperage.

The freshets of 1908 through 1912 were not high enough to be classed as high waters, although each year the water crossed the established "danger line" of 50 feet at Cincinnati. But it remained for the two floods of 1913 to bring to mind the terrible floods of the early eighties.

Unusually heavy rains fell during the second and third weeks of January, 1913. The mountain streams at the headwaters of the Ohio were fed by the melting of abundant snow and the continued rainfall swept it all into the Ohio with a mighty rush. By leaps the river came up out of its banks and on January 15, 1913 reached a height of about 62 feet at Lawrenceburg. Memories of having kept out a stage of 66 feet were still fresh in the minds of the people and few even moved their furnishings because it was seen that the water would not reach a greater height.

On January 14, 1913 it was noticed that a slide had occurred on the lower levee between the main flood gate and the Lawrenceburg gas plant. Mayor Axby detailed two watchmen to observe this place at night. Shortly after midnight, on January 16, Watchman Henry Schinaman, seated by a fire on the top of the levee, noticed the ground gave way a short distance from where he was sitting. In a moment there yawned beneath him a chasm of frightful proportions. His first thought was to notify the

BYRON JACKSON CO. INC. OF INDIANA

PHONE 600

LAWRENCEBURG, INDIANA

On December 21, 1951, Byron Jackson Company, Inc., of Indiana, a wholly owned subsidiary of Byron Jackson Company, acquired the assets of land, buildings, and equipment of A. D. COOK Pump Division of Bardes Forge and Foundry Company at Lawrenceburg.

Mr. August D. Cook, founder of the COOK pump business, started in Lawrenceburg in the early 1870's with his father, who was a tinner by trade.

His venture into the well business started in what is now the Barrott Hardware building in 1881 when the manufacture of the Cook Patented Brass Tube Well Strainer began. He followed this with his vertical, direct acting, Steam Pump, which became standard pumping equipment at the water stations of the great trunk-line railroads.

Associated with A. D. Cook in the early days was his brother, Henry F. Cook, whose well crews followed the laying of the rails of many of the great western railroads. His installations stretch from Lowell, Mass., to Needles, Calif., and many are still in active use today.

The business grew, and occupied two other locations in Lawrenceburg before moving to the Greendale location in 1901. Development in the pumping industry added various other products to the Cook line—single and two stroke power heads, the patented wire-wrapped strainer, the working barrel, and wood rods. In fact, from top to bottom, Cook could equip a well with products wherein quality was stressed.

Mr. Cornelius O'Brien, son-in-law of A. D. Cook, came into the business in 1909, and became president of the new company—formed by incorporation in 1921.

In 1928, Cook began the manufacture of the vertical deepwell turbine pump. This type of unit replaced almost entirely the previous, less efficient, types of deepwell pumps. In order to round out their manufacturing program, Cook also manufactured a complete line of domestic and farm pumps. They also owned and operated their own foundry, producing grey iron and non-ferrous castings.

In 1947, A. D. COOK, Inc., was sold to American Steel and Pump Company, a New York concern. The same line of manufacture was continued under the new management, with Mr. Joe Downs in the capacity of executive vice-president and general manager.

In May of 1950, Mr. Oliver Bardes, Cincinnati industrialist, purchased all interests in the plant and operated it as A. D. COOK Pump Division of Bardes Forge and Foundry Co. He, in turn, sold the foundry division to the newly-created Greendale Foundries, Inc. in July of 1951.

In December of the same year, Byron Jackson Co., Inc. of Indiana, purchased the pump division, with Mr. Bardes retaining the strainer operation and a sub-contracting machine shop operation, both of which were later moved to Cincinnati.

Mr. C. O. Relephard took over the active management of the local Byron Jackson plant, but otherwise the plant was operated with former Cook personnel. A great many physical changes were made in order to establish here a sound manufacturing operation to supply Byron branches and customers with a constant flow of standard pump components and assemblies.

To a marked degree, the career of Mr. Byron Jackson paralleled that of A. D. Cook. He emigrated to California from Ohio, and in 1872 opened a shop where he began his experiments in the building of centrifugal pumps, being particularly interested in irrigating the fruit-growing district of the Santa Clara valley.

The company he formed was one of the very earliest, if not the first in this country, to undertake the manufacture of and to market widely a successful line of centrifugal pumps in anything approaching a complete range of sizes.

He designed and constructed the first deepwell turbine of which there is any record, this pump being sold to the Pabst Brewing Company of Milwaukee in the year 1901.

In more recent years, the company has distinguished itself by furnishing pumps for the world's steepest oil line in South America, building several 90,000 gallons per minute pumps for the huge Colorado River Aqueduct, and supplying pumps for the world's largest oil line in Saudi, Arabia.

Progress built on sound business principles, quality material, superior work, and liberal dealings was the policy of Mr. Byron Jackson, and today—over thirty years after his death—the company continues to operate on these principles.

For the Lawrenceburg plant, the horizons of tomorrow are both broad and pleasant and may be viewed with anticipation and confidence.

sleeping city and this he did by running to the Newtown engine house and ringing the fire bell. But one solution was given to the ringing of that bell. The people fled to places of safety, knowing that the bell would not have been rung for any other purpose save as a flood warning. The following account is taken from the Lawrenceburg Press, published January 22, 1913:

"The opening in the embankment made by the slide is about 60 feet wide by 80 feet long and 20 feet deep. The levee at this point is approximately 35 feet high, 150 feet wide at the base and 20 feet wide at the summit. The inside portion of the fill had been made of sand, cinders and loose soil and contained the timbers of an old trestle about which the fill had been made. The outer portion is constructed of clay and reinforced by stone rip-rap. It was the inside portion of the levee which gave way, and the poor construction at this point was, no doubt, the cause of the trouble. There were no signs of any movement or giving on the outer surface of the fill. There was some seepage through the levee, and this, together with the incessant rain, had so softened the soil at the base that the mass of earth loosened and slid out of its own weight into the hole at the foot of the levee.

"There is apparently little foundation for the theory that that portion of the levee where the slide occurred rests on a foundation of quicksand, which allowed the embankment to settle, for if that were the case, the break would have been more gradual and the material would have settled slowly, whereas the displacement in the main occurred together and suddenly. Furthermore, if the trouble were caused by quicksand, the settling would have continued with the piling of thousands of sand bags into the opening.

"While it is probable that the danger to the city caused by the slide was exaggerated in the minds of the people, yet it is not thought by those who have investigated carefully that unnecessary precautions were taken to prevent a serious disaster. Mayor Axby and the other city officials and employees are to be commended for their prompt action and energy shown in guarding the welfare of the town and its people.

"The course taken by council and other citizens in the matter of repairing the break is highly satisfactory to the people. The plan for a fill extending east from the levee to Durbin Road should be rigidly adhered to and carried out as promptly as possible. The levee is Lawrenceburg's most important asset. Since the flood of 1884 no flood waters have entered the city,

which is a record of which probably no other town within the reach of the Ohio's floods can boast."

The following is a cost of the Lawrenceburg levee as submitted by Mayor Axby for publication in February, 1913:

Up to June 30, 1901 from the best information available the City and Big 4 and B & O railroads expended in the aggregate the sum of...\$104,884.30

Up to June 30, 1901, the U. S. had expended..... 75,000.00

From June 30, 1901 to Jan. 1, 1913, the City expended approximately 32,000.00

In 1907 and 1908 U. S. expended 20,000.00

Total to January 1, 1913...\$231,884.30

Scarcely had two months elapsed after the receding of the January floods, when the flood of March, 1913 came. This flood was heralded on postcards sold over the world as "the greatest disaster of modern times." For being spectacular, both dramatic and tragic, this flood never had a precedent. It descended on an unsuspecting and unprepared people as the proverbial lightning from a clear sky. Immediately preceding this great calamity there were several unusual things worth recording in this connection.

The makers of the calendar have ordained that Easter Sunday shall be regulated by the full moon following the equinox. On that year, 1913, Easter came on the first possible day, the 22. The moon was full on the night of the 21st and those who behold it will never forget the unusual sight. Surrounding the moon was a halo of such fierce brightness as to present a dazzling effect and it seemed to radiate in throwing out its bright rays. It was such a moon as would have caused an ancient mariner to stay in port, or, if he were at sea, to seek a refuge. It presaged some unusual climatic disturbance.

Easter Day, however, dawned clear and bright and the air was as balmy as a perfect Spring day should be. The next morning the papers told of the cyclones that swept through Nebraska and other Western states. Still there was no concern felt in the peaceful Ohio Valley.

That day the rain came—and such rain! From Monday morning until Tuesday morning the precipitation was about four inches throughout the valley of the Miami River. Hillsides shed water like a duck's back and soon all the side streams and larger ones were pouring a flood of water into Miami and Whitewater rivers. These streams could not contain this volume of water and it spread out over the bottom lands, sweeping away barns, outbuildings, railway stations, houses and all

sorts of property as it raced along. Bridges were swept away, regardless of the supposed stability of their moorings. At Elizabethtown, O., the waters were temporarily checked by the embankments on which the Cincinnati, Lawrenceburg and Aurora electric line and the Big Four Railway run. This barrier only served to hold the water until it had gathered enough energy to push the embankment, bridges and all obstruction before it and sped on to overthrow the gigantic steel bridge over the Miami that had only recently been built to replace the famous old "lost bridge." This bridge was the longest single span bridge in the world at that time. Within thirty minutes it was at the bottom of the river a mass of twisted iron and broken concrete. The next bridge was the Baltimore and Ohio Southwestern railroad bridge near the confluence of the Miami with the Ohio. Here, as at Elizabethtown, the waters were offered resistance in the form of the railroad embankment which reached from the bridge to Lawrenceburg, a distance of about two miles. But the opening under the bridge was somewhat larger and the process of destroying the bridge was consequently a longer one. The waters, thus held back, became at least twenty feet higher than the water in the Ohio River and the mouth of the Miami became a veritable waterfall as it emptied into the Ohio. The yellow waters, laden with barns, houses and other valuable property, rushed under the trembling bridge and plowed its way through the turbulent Ohio with such speed that it "piled up" on the opposite Kentucky shore. So strong was this cross current that large boats would not care to stem it in coming down the river. Occasionally a house or barn would hit an abutment of the bridge in passing under and would be reduced to kindling. But the railroad embankment, being high, held out the water and kept the great pool north of the upper levee full and several feet higher than the Ohio River stage.

Wednesday morning dawned with all of the bridges along the Miami and Whitewater gone. The only exception was the suspension bridge above Elizabethtown. And the rain continued with unabated fury. By Thursday the precipitation reached the staggering total of about nine inches and at the headwaters of the Miami it totalled 11 inches. All this rain, coming as it did in 72 hours, caused the streams to pour forth water in unprecedented volume. At Lawrenceburg on Thursday afternoon the warning came from the government weather bureau at Cincinnati to prepare for 70 feet.

THE BIELBY LAW OFFICE

was established by ESTAL G. BIELBY, in the year 1900, with offices located in the Masonic Building, Lawrenceburg, Indiana, continuously until his death in 1942. CHESTER E. BIELBY joined in the law practice in 1934; AGNES RICHARD associated with the office for many years and was admitted to the Bar in 1935. The Bielby Law Office has been in continual practice since 1900--in the Masonic Building until the year 1947, and from 1947 to the present time in the Bielby Building located at 119 Walnut Sreet.



Refresh
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Before this time the exodus from the low places had been strenuous and unceasing. Now it became a riot. Farmers came in with wagons and helped move household goods. So rapidly and thoroughly was this work done that by Friday night practically every family in the city was cared for, their goods stored in places of safety and themselves housed in high and dry places. Work on the levee was organized by Mayor Axby. Crews were assigned sections of the embankment, a determined effort was made to keep the water from coming into the city. It was known in the beginning that the expected height of the river would exceed the height of the levee but, with the remarkable achievement of January, 1913, in mind, it was thought possible to prevent an overflow again, even if the water did reach above the top of the levee. The night was divided into watches and the work never stopped. On Saturday it was being pushed to the utmost when, at two o'clock and forty-five minutes in the afternoon, that portion of the levee immediately to the west of the lower Center Street approach to the levee lifted up at the base and went out. The factory whistles blew the blast of warning and work on the levee was abandoned. The original rent made in the levee was about one hundred feet wide, and enormous force of the water soon ripped it open to a width of 200 yards. Through this vast opening the water rushed with the force of a Niagara and struck the houses at the extreme end of Center Street and then took a course toward the Newtown pond in the direction of the Catholic church. In the path of this wall of water were the houses on lower Mary and Tate streets. These were upturned and carried along on the bosom of the water to be dashed to pieces against the Lake house at the corner of Walnut and Third streets. The Newtown pond was soon filled up and the waters began pouring over Walnut Street and Third Street. The Catholic church, directly in the path of the swirling waters, withstood the terrific current without the slightest damage. The Rev. Father Sonderman and Rev. Father Kreis were both in the parish house as the waters came on and had no means of escape. Their experience was one fraught with such grave dangers that it could hardly be described.

Diagonally across the street from the Catholic property stood the large carriage-building plant of John Knippenburg. The water struck it with such force that it was swung completely around and carried over the brink and out into the bottom land toward Greendale. A small fire left in a blacksmith forge set fire to the

building and it burned to the water's edge as it floated away. The household effects of several families and two automobiles were destroyed in that building. Next the water completely destroyed three buildings on Third Street belonging to Adam Schwing.

Within an hour after the break, water had found High Street and covered it throughout its entire length. All of the public buildings, such as the court house, the halls of secret orders, the school buildings, engine house and factory buildings were crowded with families.

By dark the water had found its level and there remained only a thin strip of dry land—the top of the levee—surrounding the city, resembling a large atoll. A relief expedition was sent out at once from Cincinnati and on Sunday morning—just one week after that ideal day on Easter—a commissary was established in Newtown engine house, with Mayor Axby directly in charge. A careful record was kept of the provisions disposed of and to whom they were given. The supplies were plentiful and the needs of every citizen were supplied if there was need.

The water remained in the city for seven days. On the eighth day it receded from High Street and then began one of the most disheartening tasks ever undertaken by a populace. The streets, sidewalks and floors of homes were covered with a slimy mud from three to six inches in depth. It stuck tightly when it was wet and it literally froze fast when it became dry. But the people equipped themselves with rubber boots and brooms and tackled it. Within a day the streets and buildings began to take on a natural appearance. About fifty wagons were employed in hauling debris from the streets and this work was continued for nearly a month. By June 1 the city showed but few signs of the great scourge and the annual fair in August attracted its usual thousands and some more, who expected to see a topsy-turvy city. They were disappointed.

A most remarkable feature in the history of the many and treacherous floods in this city is that the loss of life has been so small. During all of the floods of record there is recorded but one death by drowning, and that was Mr. Thomas Marshall, father of Mrs. Hannah Leake, who was drowned in the 1882 flood. Of narrow escapes there are a countless number. But, especially in Lawrenceburg, it speaks well, indeed, for the efficient organization of the city government, that the citizens were led through such a dangerous crisis as the March flood of 1913 without someone being caught unaware when the

levee suddenly opened up.

The Lawrenceburg Public Library had its modest beginning in the Wm. G. A. Schneider building on Short Street next to the office of the building now occupied by the Indiana Employment Security Division. The library, through the untiring efforts of Miss Ada Florence Fitch and the assistance of the Review Club, was opened to the public in 1910. Due to the popularity and growth of the small library, a larger building was needed. The Carnegie Library, now located on West High Street, opposite the American Legion Home, was built and furnished in 1915. Mrs. Elizabeth Kirtley was the first Librarian, followed by Miss Ada Florence Fitch and the present librarian, Miss Corrine Tebbs. Mrs. Roy Lommel is the present assistant librarian. The library has developed into one of the leading institutions of Lawrenceburg. The library started with 2,000 book stock. Although there was almost a total loss during the 1937 flood, the number is now 10,000 volumes. Book services are given to Central School, Newtown, Catholic School, Consolidated High School, Greendale School, Homestead School and monthly delivery of books from house to house in Miller township. Just recently the library building has been air-conditioned.

The Lawrenceburg Wharfbboat lost in the 1913 flood was replaced March 14, 1914 when the North's Landing wharfbboat was purchased and put into use.

Lawrenceburg Booster Association was organized in May, 1915, with the following officers: E. Barrott, president; P. C. Braun, vice president; Clyde Predmore, secretary, and A. E. Jackson, treasurer. W. G. Glover, George H. Lewis, E. G. Bielby, Adam Vesenmeier, J. A. Bobrink and G. M. Terrill were named as members of the executive committee.

The Draft Board of 1917

It was on Saturday, April 28, 1917 that the House and Senate in Washington passed the so-called "Conscription Law" when it was compulsory for every male citizen between the ages of 21 and 30 inclusive to register for military service. Early in May, Governor Goodrich of Indiana named the following as an Enlisting Board for Dearborn County: County Clerk James G. McKinney; Sheriff Daniel G. McKenzie and Ambrose E. Nowlin. This local Board named various persons as enrolling officers whose duty was to enroll men in their various precincts throughout the county. These officers for the City of Lawrenceburg were Thomas A. Cravens, Precinct 1; Warren Tebbs, precinct 2; Silas S. Nowlin, Precinct 3; Paul McKenzie, Precinct 4; Henry M. Poellman, Precinct 5; Andrew L. Fox, Precinct 6.

FINKBINE'S

CENTURY-OLD STORE

High & Walnut Sts.

Lawrenceburg

This store was known in former days as the Perry Corner and has operated throughout the past century as Adler's, Borg's and Frankel's, a center of shopping interest then as now. During the era of interurban transportation the electric cars from Aurora to Anderson's Ferry stopped and reversed their direction at the Perry Corner.

Since 1953 it is known as Finkbine's—still in the Frankel family who has served the community for over fifty years.

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Congratulations, Lawrenceburg

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DEARBORN SALES & SERVICE, INC.

95-101 Third Street

Lawrenceburg, Indiana

Phone 157

During May, 1917, Gov. Goodrich announced that a physician should serve as the third member of the county boards of conscription; under this ruling, Dr. H. H. Dwyer succeeded Mr. A. E. Nowlin as a member of the Dearborn County Board.

The first registration of men of conscription age took place in Dearborn County on June 5, 1917, between the hours of 7 A. M. and 9 P. M. On that day all male residents who had reached his twenty-first birthday and had not reached his thirty-first birthday, were required, under heavy penalty, to represent himself at his proper polling place. On that day, 1547 registered in Dearborn County. Registration by precincts in Lawrenceburg proper was as follows: First precinct, 77; second precinct, 33; third precinct 67; fourth precinct 52; fifth precinct 64, and sixth precinct 35.

On that first registration day it might be said that the returns, local and general, showed unbounded loyalty; reports from all sections of the country also were gratifying in the extreme. No concerted resistance was anywhere shown.

The Exemption Board, under the selective service law, for Dearborn County was composed of Judge N. S. Givan, ex-prosecuting attorney J. H. Russe and Dr. H. H. Dwyer, all of Lawrenceburg. These boards were empowered, subject to certain conditions, to determine all questions of exemption from the selective draft soon to be made. A Board of Appeal was provided for each state which was the final arbiter in the matter. The Board set to work at once to number the men who recently registered. The drawing of the 1,500,000 men from which the first national army was to have been selected was to begin in Washington just as soon as the various exemption boards provided the proper authorities with the numbers representing those who had registered.

The above Board for Dearborn County organized at 10:00 a. m. on Thursday, July 5, and began the examination of the registration cards filed at the office of the Circuit Clerk, James G. McKinney; the first duty of the board was to number in red ink both the original card and copy thereof made under the direction of the Registration Board. At the same time four lists of the names of those subject to the draft together with their "serial" or "key" number and the postoffice addresses were made. The copies of the Registration Cards as serially numbered were sent by Express on Saturday, July 7, 1917, to the Provost Marshal General at Washington; another copy of the list of the names was posted for public inspection in the Clerk's Office at the court

house. There everyone who had registered could find out his "key" number by which he was to have been known in the draft drawing shortly to follow. The Misses Isabel Brogan and Grace Walker rendered efficient services as stenographers in making the duplicate lists of names.

After the first registration on June 5, the work grew so heavy that the county clerk and sheriff found that it interfered too much with their official duties as officers of Dearborn County and they, therefore, handed in their registrations as members of the local board. The Conscription Board or Draft Board for Dearborn County as finally constituted was composed of Mr. W. T. Gooden, president; Mr. Ulie T. Griffith, secretary, and Dr. H. H. Dwyer. In July, 1917, the Provost Marshal General at Washington ruled that anyone between the ages of 21 and 31 could not serve on these boards; this relieved Mr. Griffith as secretary and Mr. Archibald Shaw was recommended for the position, which he gladly accepted.

The chief topic of conversation throughout the entire United States since the first number drawn by the Conscription Board at the Nation's capital on Friday morning, July 20, 1917, was flashed over the wires, was the draft. Since the entire list of registrants in each of the more than 4,000 districts was drawn, the thing of paramount interest to everybody subject to military service was the order in which his own name or number was taken from the receptacle, for upon it depended whether or not he would be called to service at an early date. The metropolitan dailies set out at once to give publicity to the order of the drawing but, as was natural, errors crept in the list. It might be worthy of mention here that the first serial number drawn from the little capsule at the drawing in Washington was No. 258; in the Dearborn County list of registrants this number belonged to Mr. Floyd White of Guilford, Ind. Everyone in the draft will and should always remember No. 258, we are sure.

It was early in August, 1917, that Governor Goodrich officially notified the Board that it was expected to furnish 161 representatives for the first contingent army; under the rules governing the draft, the first 322 persons drawn at Washington were to report for physical examination at the office of the board, which had then taken headquarters in the courthouse, as follows: 107 on August 6, 1917; 107 on August 7, 1917 and 108 on August 8, 1917. The hour set for starting the physical examinations was 8 A. M. Dr. H. H. Dwyer, the board's physician, was assisted by Drs. O. S. Jaquith and A. T. Fagaly, regularly appointed un-

der the law. Written notices were mailed by the Board on Wednesday, August 1, to those applicants who were to appear in the order as above indicated. It might be stated that the local board completed the examination of above draftees in each instance in its allotted time. Who, among you, that were examined at the court house will ever forget those possible embarrassing moments and the "coughs" and "ahs" of those being examined.

In accordance with the wishes of the Dearborn County Board the executive board of the American Red Cross on Monday evening, August 26, 1917 named a committee to have in charge a program appropriate to the departure of the county's quota of 161 young men for cantonment camps; at first it was thought that September 5 would be the proper day for this demonstration but since, by recent ruling but five per cent of the quota would depart at that time, while 40 per cent would leave two weeks later; September 19 was selected as the more appropriate date for the exercises at which time the entire contingent, except the eight men who were to leave September 5 would be expected to be present.

About this time the Louisville (Ky.) papers announced that all things were ready at Camp Zachary Taylor for the reception of the young men from Illinois, Indiana and Kentucky constituting the five percent quota—2,216 men in all.

In obedience to instructions of Provost Marshal General Crowder, the local board at 2:46 P. M. on Wednesday, September 5, 1917, placed aboard the B & O Passenger Train No. 17, the following persons being approximately five per cent of the county's quota: Harry Warburton, Emery L. Knippenburg and Carl B. Stauss of Lawrenceburg; Ira B. Mishler and William Funck of Aurora; Charles E. McClure of Logan, William Sheets of Guilford and Otto J. Miller of Yorkville. Harry Warburton was detailed to have the party in charge and to him were given the proper mobilization records, railway and meal tickets, etc. It is due these patriotic young gentlemen to state that they waived their summons in the regular order of call and tendered their services to the Board. It might be mentioned here that it will be practically impossible to list all the names for each contingent but the local papers at that time carried the complete list. Sorry space does not permit us to show the list here.

The American Red Cross

About the middle of May, 1917, earnest efforts were made to form an organization and secure a charter for a local Red Cross Chapter. The

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Third Street

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Lawrenceburg

following citizens petitioned the Indiana Division of the American Red Cross, Mr. Arthur F. Bentley, Indianapolis, to organize a chapter: George H. Lewis, Dr. J. L. Axby, Rev. H. C. Goodman, Prof. Jesse W. Riddle, W. H. O'Brien, E. G. Bielby, Mrs. E. G. Bielby, Mrs. Arthur T. Fagaly, Al Spanagel, and Edith Mae Sherrod; this petition was favorably acted upon by Mr. Bentley and permission given to organize the chapter, having for its jurisdiction the City of Lawrenceburg, the Town of Greendale and the eight northern townships of Dearborn county. The above named petitioners met at the Public Library Tuesday evening, May 29, 1917 and elected the following permanent officers: Chairman, J. W. Riddle; vice chairman, Mrs. A. T. Fagaly; treasurer, Wm. H. O'Brien, and secretary, Edith Mae Sherrod. The officers of the Lawrenceburg Chapter in addition to the above were as follows on the executive committee: Prof. J. W. Riddle, Edith Mae Sherrod; W. H. O'Brien, E. G. Bielby, Mrs. A. D. Cook, George H. Lewis, V. M. O'Shaughnessy and Mrs. W. T. Gooden. The membership committee consisted of Dr. J. L. Axby, Mrs. Theo. Burkam, Dr. E. J. French, Mrs. George C. Cole, Andrew L. Fox, Dr. F. M. Mueller, Miss Mayme L. Kunz, Mrs. J. G. McKinney, Dr. E. J. Emmert, Mrs. P. C. Braun, Mrs. D. R. Warne and Miss Ada Florence Fitch.

The American Legion

By the latter part of June, 1919, quite a number of veterans had returned home so a notice was given to all soldiers, sailors and marines to meet at the Council Chamber in the Oldtown Fire Engine House on June 27, 1919. Long before the Armistice, it was a recognized fact that there would be a soldier organization with high ideals and purposes; an organization that would voice the needs and desires of those who had come through the conflict unharmed and those who had met with physical misfortune. On August 7, 1919, the Lawrenceburg Service Club met for the first time in its new headquarters in the Fitch Building on West High St.; James McKinney was president; Chris Billups, vice-president; E. E. Kurtzmann, secretary, and O. M. Keller as treasurer.

On Saturday, November 15, 1919, was another big day—Dearborn County Home-coming Day. This is the day that the bronze tablet now at the High Street entrance to the courthouse was dedicated.

About this time there was talk of the new national ex-service man's organization called the American Legion and Secretary Kurtzmann was instructed to get data regarding same. He was immediately furnished with an Application for Post Charter and

after working several days was able to secure over 100 signatures. A post of the American Legion was then organized Wednesday evening, Dec. 3, 1919 at the rooms of the Lawrenceburg Service Club. Judge Raymond S. Springer, of Connersville, then Department State Commander of the American Legion, was present for the occasion. Temporary charter was not received here until January 27, 1920 and the permanent charter granted on September 25, 1920.

At a meeting held January 7, 1920, the Lawrenceburg Service Club elected the following officers: A. A. Ritzmann, president; J. Chris Lommel, vice-president; E. E. Kurtzmann, secretary, and Nat Frankel, treasurer. On February 4, 1920, the Lawrenceburg Service Club merged or consolidated with the American Legion; therefore, from that time on the club ceased to be known as the Service Club but was called David McAllister Post No. 239, the American Legion. Being ever mindful of their fallen comrades in France, members of the American Legion named the greater part of their posts in honor of men who made the supreme sacrifice; therefore, when the Lawrenceburg post was formed, it was named David McAllister in commemoration of the heroism of Mr. McAllister, who was the first soldier of Lawrenceburg who died in service. At this meeting also officers were elected and Albert A. Ritzmann was elected as the first commander of the local post of the American Legion. Legion headquarters at No. 128 W. High Street is one of the show places of this city. It was purchased from the late Dr. Geo. F. Smith on June 30, 1926, the building having been erected about 1867.

Since the organization of the American Legion post in this city, it has been actively engaged in all important activities of the city. Among the more important of its enterprises is the operation of the Dearborn County Fair, the thirty-second annual event of which having closed successfully during the last week of July, 1953.

On Arbor Day, April 4, 1919, Memorial services were held in Newtown Park from three to four o'clock in the afternoon in commemoration of those from Lawrenceburg Township who made the supreme sacrifice in World War I, and trees were planted in their honor. Trees were planted for David McAllister, Charles E. Orsborn and Harry Bales, who gave their lives for their country.

The Standard Vehicle Company of West High Street moved to Lawrenceburg June 1, 1919 after being operated in Cincinnati since 1891. It is now operated by Mr. E. J. Knapp. The local concern received an order in 1939 for one surrey, two buggies and

two closed carriages from Hollywood studios. The greatest business enjoyed by this firm extended from 1914 to 1918. In May, 1942, Standard Vehicle Company received an order from Mrs. Andrew Mellon for a two-seated surrey and two pony rigs. When completed they were shipped to the Mellon estate in Virginia. About the same time they also received an order from the Anheuser-Busch Company in St. Louis for a pony job. Edwin J. Knapp and the Standard Vehicle Company were featured in a story in the Saturday Evening Post issue of August 8, 1942. The story, entitled "Thanks for the Buggy Ride", was written by Arthur W. Beaum who came here from New York to get material for his story.

Dearborn County Home-coming was held in honor of Dearborn County soldiers, sailors and marines who were the guests of staid old Lawrenceburg on Saturday, November 22, 1919. Memorial tablet dedicated at entrance to courthouse, which shows the 38 names in alphabetical order of the county's fallen heroes. Dinner was then served at the Liberty Theatre. Entertainment was provided by the proprietors of the Opera House and Gem Theatre and a trip on the Island Queen up the river and returning at 6 P. M. From 7 to 10 P. M. a trip was made down the beautiful Ohio. Every soldier present carried home a beautiful Honor Medal in bronze, bearing on the face the American Eagle, the Seal of Indiana, and the inscription: "U. S. Forces 1917-1918" and on the reverse side "Presented to _____ by the people of Dearborn County, Ind., in grateful recognition of patriotic services rendered during the World War 1917-1918".

On January 16, 1919, the 36th state ratified the Eighteenth Amendment to the Constitution of the United States whereby one year from that date National Prohibition would become effective and did. Midnight of Friday, January 23, 1920 marked the closing of 177,000 saloons, 1000 breweries and 236 distilleries as estimated at that time by the Cincinnati Commercial Tribune. This, of course, effected Lawrenceburg considerably as one brewery and three distilleries were in operation at that time. It might also be mentioned here that prohibition surely did bring a change in various customs. Prior to those days, the saloons had developed into a sort of social club for the men. Free lunches were then served, especially in Newtown when that nine o'clock lunch whistle would blow at the Bauer Cooperage Company. The men would make haste to go to the Volz saloon and lunch counter, then at the corner of Third and Main

COMPLIMENTS OF

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DRY GOODS, FURNISHINGS & SHOES

LAWRENCEBURG and BROOKVILLE, INDIANA

"GOOD RELIABLE STORES"

Congratulations and Best Wishes From

SOUTHEASTERN TRAILWAYS, INC.

LAWRENCEBURG, INDIANA

HAPPY BIRTHDAY

LAWRENCEBURG

FROM

MERO DISTRIBUTING CORP.

streets, and get their lunch along with their favorite drinks. Mock turtle and other soups, various cheese and meat sandwiches, fish and oysters in season, also Hassenpfeffer were served FREE. Another Newtown special was that famous "Sauerkraut and Spare-ribs" served at the Sicking saloon at the corner of Third and Shipping streets especially on Saturday night. Of course free lunch was served at practically every saloon in town at that time but prohibition did away with the free lunch feature.

Jackson and Edwards read the sign over the doors of the "saddle and harness shop" at the corner of Walnut and William streets, effective January 1, 1920. P. E. Jackson, hitherto sole owner and proprietor, said that with the entrance of the Schwing Bros. into the business it behooved him to go to work with the hammer and the awl and he admitted to an equal partnership, to wear the good clothes and entertain the purchasing public, C. A. Edwards, assistant cashier of the Peoples National Bank. They dissolved partnership in August of the same year.

Early in 1920 Mr. E. P. Gooden and Mr. Leo J. Seitz, under the firm name of Gooden & Seitz, having purchased the extensive insurance business of Miller & Elder, had moved the office fixtures, etc. to Room No. 5 in the Masonic Building.

New fire whistle was installed at the Light Plant in Newtown in June, 1920, and the public were advised that the whistle would be blown at noon each day except Sundays.

On Saturday morning, April 30, 1921 at about 8 o'clock as the steam shovel of the Vang Construction Company was being operated in the bottoms near the bridge, a seemingly unavoidable stone was struck. After the dirt had been taken from around it and removed by U. S. Kennedy of Lawrenceburg, it was found to be a state line stone on the Meridian Line. It bore the following inscription: "State line as re-surveyed under a joint resolution passed by Indiana on the 27th day of January and by Ohio on the 10th day of March, 1837." On the reverse side were the words: "Erected November 27th, 1838" The words "Indiana" on one side and "Ohio" on the other. Of the first survey that was made which established the spot where the stone stood, we read: "Oct. 11, 1798, Israel Ludlow, deputy surveyor U. S., and Israel Brown and Samuel Walker, chainmen, commenced the survey of the Meridian line from the center of the mouth of the Miami River." Thus it can be seen that this spot is somewhat ancient, and that the place where the stone stood was once in the middle of the river, but the shifting of the

river places it now several hundred feet to the West. From this stone or line all of the Meridian lines West in the United States have been surveyed.

The Cannon at Soldier's Circle in Greendale Cemetery was dedicated on May 30, 1921. The cannon had quite a bit of history connected with it. It was brought to Lawrenceburg from Fort McHenry, Baltimore, and there is but very little doubt but that it was one of the cannon used on the British in the War of 1812 during the siege of Baltimore.

In July, 1921, the Lawrenceburg Overall Manufacturing Co. opened for business in the Frederick building on William Street with a few machines. The company was composed of Ben Schusterman and Paul Kaiser, both being good, live honorable young men of excellent business qualifications. Mr. Kaiser had the experience in this overall line before, as he was manager of the Lawrenceburg branch of a Cincinnati factory several years previous. Under the able management of these two young men, the business had outgrown its present quarters, so that an incorporation to be known as the Lawrenceburg Overall Manufacturing Company, Inc. was organized, composed of Paul Kaiser, Ben Schusterman and Al Spanagel, and the plant was moved into its own commodious brick building on Brown Street in Greendale.

A public funeral service, with all military honors, was held for Harry Bales, whose remains had arrived from France Friday evening, Sept. 23, 1921, in Newton Park, Sunday afternoon, Sept. 25, by members of David McAllister Post No. 239, the American Legion. Rev. C. H. Dickey, of Aurora, delivered the address. After the services at the park, which were witnessed by a vast concourse of people, the final ceremony and interment took place in Greendale Cemetery where the remains were laid in their final resting place.

Early in 1922, the Dearborn County Commissioners adopted resolution regarding a War Memorial Building for Lawrenceburg. Now that the move was made in Dearborn County, the county that always led in the world's war efforts in this city, every effort was put forth to erect a suitable memorial building here in Lawrenceburg as soon as possible. But on May 4, 1922 the largest gathering at any county commissioner's meeting recently was when the resolution as to whether Dearborn County was to have a memorial building put up in honor of the boys who placed their lives on the altar of their country, came up for a hearing. A great effort had been and was made to postpone the erection of this building to some

future time but many of our leading and influential citizens felt that this was the opportune time, among whom were Hon. Wm. H. O'Brien, Victor M. O'Shaughnessy, Thos. S. Cravens, Eugene O'Shaughnessy, Mrs. James G. McKinney and many others who were present and made earnest addresses in favor of the passing of the resolution and proceeding with construction of such building at the present time, while Hon. Everett McClure and others of Aurora and Dillsboro were present to place their objections to the present erection, before the Board of Commissioners.

Mr. Bielby informed the Board that they were ready to hear from those opposed to the resolution, upon which Mr. McClure informed the board that those objecting to proposed memorial were out to hear from those in favor of the memorial first. Mr. Thos. S. Cravens then said that the resolution, having been passed by the board, the objectors should state their grounds first. Mr. McClure then stated his objections. Leslie Huffstetter of Aurora (ex-service man) then spoke for the objectors. After which Lee Thompson, member of the Aurora American Legion Post, gave his views, followed by Edgar S. Sale, of Dillsboro on the part of the Dillsboro American Legion Post. After which a resolution of protest by Harmony Lodge, K. of P., Aurora, was read. Mr. McClure then concluded his objections.

Hon W. H. O'Brien spoke in favor of the resolution, showing that as Dearborn led every county in state in monies donated during the war, we ought not to be a trailer now. That the costs to the taxpayer would be only 37½c yearly on every \$1000 for ten years and not the enormous amounts claimed by the objectors. Then Mr. Victor M. O'Shaughnessy gave his reason for being in favor of the memorial, being followed by Mr. Eugene O'Shaughnessy, commander of the Lawrenceburg Post of the American Legion, showing that the other posts had been invited to attend a conference of the American Legion posts in Dearborn County to consult in reference to this memorial, but had failed to respond to the invitation. Mr. O'Shaughnessy also spoke of the good work that the American Legion had been doing, such as taking care of the sick, buying groceries for the poor, recently sending a man to Denver, and other good things, also that McAllister Post, the American Legion, is larger than the other two posts in Dearborn County combined. Mrs. James G. McKinney on behalf of the Women's Auxiliary, American Legion, gave the views of the mothers and sisters in favor of the memorial.

After further remarks for and

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SCHOENLING BREWING COMPANY

CINCINNATI, OHIO

— and —

OHIO VALLEY BEVERAGE COMPANY

AURORA, INDIANA

Distributors of Schoenling Beer

FOR

DEARBORN, RIPLEY AND OHIO COUNTIES

against, the matter was referred to the Board of Commissioners, who were informed by County Attorney Bielby that as it was a matter of law the Board was not in a position to rescind previous action consequently all that could be done was to proceed with the advertising of the Resolution, which was agreed by them to do.

A very enthusiastic meeting was held on Wednesday afternoon, July 19, 1922 at the home of Mrs. James Ewbank in Lawrenceburg for the purpose of organizing a chapter of the Daughters of the American Revolution. A temporary organization was formed with Miss Nellie Ewbank as regent, Mrs. George B. Ingram, vice regent; Miss Laura Ludlow, recording secretary; Miss Sims, corresponding secretary; Miss Burkam, treasurer, and Mrs. Walter Kerr, historian. It was decided to name the chapter in honor of Col. Archibald Lochry, the commander of an expedition sent out by the Colonel government to protect the white settlers of the Northwest Territory. History records the massacre of Col. Lochry and his party as one of the battles of the Revolutionary War. A party of 129 men landed near the mouth of Lochry Creek on the 24th day of August, 1781 at 10 o'clock in the morning. A few minutes later they were all massacred by the Indians under the command of the notorious Col. Brandt, a British officer. In honor of this brave Revolutionary hero, and on the 141st anniversary of the massacre at 10 o'clock and on the supposed battle ground, the permanent organization was perfected.

A meeting was held at the public library Monday evening, September 11, 1922 for the perfecting of an organization in Lawrenceburg of the Hoosier Auto Association. The following officers were elected: Chairman, E. Barrott; first vice-chairman, George L. P. Squibb; second vice-chairman, Harry Bode; third vice-chairman, William Lutz; secretary, Leo J. Seitz, and treasurer, Carl W. Decker.

Two enthusiastic gatherings of our prominent business men were held the week of January 17, 1923, resulting in the organization of the Kiwanis Club of Lawrenceburg. The following officers were elected: president, Judge Charles A. Lowe, vice-president; Frank Hutchinson; treasurer, Elmer G. Harry. One of the big things, socially, of the season was the charter presentation and banquet of the club Tuesday evening, February 27, 1923.

At the council meeting Monday, October 1, 1923, Mr. E. A. O'Shaughnessy, representing David McAllister Post of the American Legion, presented the city with a handsome flag pole at

the corner of Walnut and High Sts.

A large picture of the first house of worship of the Presbyterian Church, showing the church as it stood when Henry Ward Beecher was pastor, was presented to the church on Mother's Day in 1924. The enlargement was made from a small picture in the possession of Mrs. Louisa McCullough.

In June, 1924, the property owners of West High Street, in the first block, beautified the streets by putting in boulevard lights, and in October, 1925, Walnut Street as far out as Tate Street was nicely illuminated at night with boulevard lights. The electrifying of same was done by Walter Decker.

Another big event in the history of Lawrenceburg might be mentioned National Defense Day which was held at the fairgrounds Friday, September 12, 1924. The President of the United States, having designated the above date as National Defense Day in commemoration of the sixth anniversary of the Battle of St. Mihiel, when America, as a unit, would pledge renewed allegiance to Flag and Country. Mr. Cornelius O'Brien was appointed district chairman and he in turn appointed Mr. Victor M. O'Shaughnessy as county chairman. The latter called a meeting of the Post Commanders and Adjutants of the three American Legion Posts of Lawrenceburg, Aurora and Dillsboro and formulated plans for the celebration. This celebration was completed by Dearborn County one hundred percent strong in every point and particular. Oath of Allegiance was administered to the entire assembly by Mr. Ernest Lutz, deputy county clerk. The principal address of the day was made by Hon. Walter Myer, an ex-service man from Indianapolis, who, with his unassuming way and clear voice, held the entire company of people spellbound during his most interesting, patriotic and eloquent speech on "Defense Day". The parade, which preceded the celebration at the fairgrounds, assembled at Newtown Park and marched from there to the fairgrounds.

On Monday afternoon, August 24, 1925 at three o'clock in the Newtown Cemetery after the lapse of many years a company of Dearborn County's most patriotic citizens met there to do honor and pay tribute to Captain John Crandon, who served in the Navy during the Revolutionary War and later in Greendale Cemetery to honor Col. Zebulon Pike, who sacrificed his fortune that we today, and since his time, might have the privilege of living in freedom beneath the beautiful Stars and Stripes. Col. Pike returned from service while at Fort Massacre and in 1803 moved to Lawrenceburg where he was granted a

tract of land in recognition of his services to the Government and as partial reimbursement for equipping a company of cavalry. He died in 1834 at the age of 83. Very little is known of Captain Crandon's life and record; he lived in the old house near Hardentown so long since occupied as residence of Enoch Miller.

The National Color Type Company of Bellevue, Ky., had been manufacturing auto license tags for the state of Indiana up to 1925 and as the state let the contract to the lowest bidder, so in 1926 the contract was awarded to a concern in Anderson Ind., their bid being lower than that of the Color Type Company. In 1926 National's bid was the lowest that seemed best to accept, but it had been determined by the state authorities that the tags must be manufactured in the State of Indiana which was only just and right, as the money spent should be spent at home, so long as the price was not prohibitive. The National Color Type Company desiring to conform to the wishes of the state authorities decided to locate a branch factory in Indiana and found that Lawrenceburg had an ideal location for the factory in the Garnier Ice Plant building on Third Street along the Big Four tracks, this location now being covered by the new levee.

It might be in order to mention here that Charles W. Dawson had the name of being the swiftest barber that had ever worked in Lawrenceburg. A man has been known to stop off the street car at the B. & O. R. R. tracks, go into his shop and get shaved in time to take the same car as it was going out of Lawrenceburg.

In 1926 there were three water utilities in Lawrenceburg to supply water for domestic use: First, the Lawrenceburg Water Company; second, the Newtown Water Company, and third, the municipal or City Water Works. The fact and figures herein presented are taken from the annual reports filed with the Indiana Public Service Commission for the year 1925: The Lawrenceburg Water Company obtained its franchise from the city on January 15, 1912 for a period of 20 years to supply water to the First, Second and Third wards. The Newtown Water Company obtained its franchise from the city in the year 1917. It supplied water to the Fourth and Fifth wards. The City Water Works owned all the pumping equipment for the pumping of water supplied to the Lawrenceburg Water Company and the Newtown Water Co. In April, 1927, everything being agreeable, the transferral of the Newtown Water Company to the City of Lawrenceburg was agreed to, so that all necessary papers were prepared for

THE AURORA CASKET CO., INC.

AURORA, INDIANA

Aurora Casket Company, Inc. was founded in 1890 at its present location with approximately 25 employees. Hardwood and Varnished finished caskets were made exclusively. In the early 1900's, cloth covered wood caskets were added to the line. An additional building was built in 1908 and in 1925 the Hogan Shoe Company building was acquired. In 1934 the Company started the manufacture of metal caskets. In 1947 a new 500 ton Hydraulic press was added and buildings were erected for this purpose. Recently the Company acquired the Chambers & Stevens Building on Second and Main Streets, Aurora, where a new modern selection room will be installed. The company now employs approximately 200 people. Aurora Casket Company, Inc. now sells its products from Coast to Coast, in Canada, the Philippines, and Central and South American Countries. Much of its product is delivered by the Company's fleet of trucks. It is regarded as one of the largest producers of Metal Caskets in the United States.

the closing of the transaction. Owing to there being some differences that had to be ironed out between the Lawrenceburg Water Company and the Public Service Company over appraisal of the holdings, they were given several days longer. However, this also was closed out at a special meeting of Council on Monday, April 25, 1927.

Talk of a toll bridge over the Miami River above Lawrenceburg was discussed in 1927 but nothing definite arrived at.

Lawrenceburg was honored in a way Monday, August 8, 1927 such as it was never honored before. The hero of the world, Col. Charles A. Lindbergh of St. Louis, gracefully circled over the City of Lawrenceburg in his plane, the "Spirit of St. Louis", being en route from Cincinnati to Louisville. While encircling the city in the air, he dropped a message from his plane to our people which was on exhibit at the Lawrenceburg Post Office.

In September, 1927, the Southeastern Indiana Telephone Company added two copper trunk lines which was of great benefit to this section of Indiana. At that time Mrs. Ferris had been in charge of the Lawrenceburg Exchange for over 35 years and seen the business grow from a small switchboard with one operator to its present dimensions. Mrs. Ferris was really called the "Mother of Telephone Exchange" in this city.

On Wednesday, May 30, 1928, the Col. Archibald Lochry Chapter of the Daughters of the American Revolution did honor to the soldiers of the Revolutionary War who lie buried within the boundaries of Dearborn County. They held a brief but very impressive ceremony, which marked the unveiling and dedication of a bronze tablet in memory of the names of those men, the tablet being placed on the left hand column at the Court House entrance on High Street.

The City of Lawrenceburg, according to preliminary returns of the fifteenth census, showed a net gain of exactly 600 in the past 10 years, the population in 1930 being 4066 against 3466 in 1920.

Lawrenceburg Business Mens' Club came into existence Friday evening, March 27, 1930 when fifty or more representative business and professional men with men of trades and various avocations met at the American Legion Home to discuss plans, means and methods of forming a club or organization to put new life and energy at work in this city in united effort to improve, build up and expand the city, industrially and in trade and in every other way that would add to health, happiness and prosperity. Officers elected were C.

B. Hayes, president; Charles Junker, vice-president; J. Wilson, secretary, and P. E. Jackson, treasurer.

The first Annual Fall Festival conducted by merchants of Lawrenceburg was on Saturday, October 11, 1930. This initial venture proved a tremendous success and paved the way for making it an annual event.

A bus service on the hourly schedule between Lawrenceburg and Aurora and between Lawrenceburg and the Big Four Junction was given a month's try out and if it proved feasible would become a fixed public service. Mr. John Browning, a practical bus line man of New Castle, was granted by the cities of Lawrenceburg and Aurora a temporary permit to test out this service and the same was instituted the week beginning December 22, 1930. The bus passed through Greendale and Homestead and covered certain routes, which were made known, and all who tried out the service found it convenient to use that bus line. The bus line came as an imperative necessity since the abandonment of the street car line and the announcement of this new bus line was hailed with much delight.

Lawrenceburg and Aurora were left out in the cold as far as passenger service over the Big Four Railroad was concerned as Trains No. 230, 225, and 231 were discontinued as of December 31, 1930. These three trains included the one which ran over the Whitewater Division, the Accommodation which ran daily except Sundays between Aurora and Cincinnati and last, but not least, the "Jerk Water" or Connection which ran between Aurora, Lawrenceburg and Lawrenceburg Junction. Lack of patronage was given as the cause for taking these trains off; while a number of persons rode the Accommodation, it is said that most of them were employed by the Big Four Railroad. On the night of December 31, 1930, Engine No. 6307 then took the "Jerk Water" coach also the coaches from the Accommodation train back to Cincinnati.

Construction work on the pipe line for Lawrenceburg's 500,000 gallon water reservoir built on Ludlow Hill was started June 13, 1931. The job employed about 40 men. Tanners Creek was dammed and the reservoir was located on the Bobrink land about half way up the hill along the old road near the stone quarry.

On Monday morning, February 23, 1931 workmen started tearing down the Garnier Brewery on Third Street in Newtown. The property had not been used for several years and the Home City Ice Company which owned it since March, 1927, when they purchased it from Marion S. Oberting,

had it razed to save taxes and insurance. The Garnier Brewery was one of the old establishments of Lawrenceburg. It was erected many years ago and for a number of years was operated as a brewery and later an ice plant was added.

Started on its destructive way by a deafening explosion, the largest and most disastrous fire to ever occur in this section of Indiana destroyed the entire office buildings and the government bonded warehouse of the Rossville Commercial Alcohol Corporation on Saturday night, September 3, 1932. The estimated loss was \$400,000. The entire plant was valued at \$2,000,000. The initial blast occurred at 5:30 P. M. It is believed that a spark from one of the welder's torches caused the explosion. The welders quickly rushed out of a doorway opening on Shipping Street, the door of which had been blown down. The first explosion was followed by several others and shortly the warehouse was a blazing inferno. The two local fire companies responded quickly and concentrated most of their efforts on the corner where the column house joins the warehouse. It was feared that the fire, which seemed to be sweeping everything to destruction, would spread to the column house which contained great quantities of alcohol. The Aurora fire department soon arrived and calls for aid were sent to Miamitown, Cleves, Harrison, Cheviot and Cincinnati. Amid the crash of falling brick, timber and steel beams the firemen worked their way under the walls of the burning building in immediate danger of being crushed. Hundreds of people gathered at the scene and were awed as the entire side of the office building, five stories, cashed to the street blocking Ridge Avenue. By 10 P. M. the fire had largely subsided although great tanks of alcohol were still exposed to flying sparks. Sunday morning, September 4, workmen began clearing Ridge Avenue. Early that evening it was opened to traffic which had been routed around the old Canal Road since the fire started.

On March 6, 1933, City Council granted permission to Col. Archibald Lochry Chapter of the Daughters of the American Revolution to place a bronze tablet in Newtown Park in honor of James B. Eads, great engineer of early days, who was born in this city. The most impressive dedication ceremony was held at the Bronze Memorial in Newtown Park in his honor. The tablet itself is mounted on two ancient grist mill stones used in a grain mill, one hundred years ago at Weisburg, Ind. The tablet was presented to the City of Lawrenceburg by Mrs. Alta Baker. Mayor

Congratulations to
Lawrenceburg on Its 150th
Anniversary

LAWRENCEBURG FREIGHT WAY, INC.

WM. KRIDER - PHOTOGRAPHER

401 WALNUT STREET

--o

LAWRENCEBURG, IND.

An enthusiastic amateur photographer since his college days, William Krider decided to make photography his profession after his return from service in World War II.

On May 1, 1947, "William Krider, Photographer" opened in its present location at 401 Walnut Street. From a very modest beginning, the studio and camera shop has now expanded to more than twice the space originally occupied, and includes one of the most completely equipped photographic workrooms in the state.

Expansion has not been confined to the studio proper. Early in 1949 the Whitney Studio was absorbed by Krider's and in August, 1951, an auxiliary studio and camera shop was opened in Batesville.

The quality of the photography has kept pace with the physical development of the studio. Krider photographs have won recognition in newspapers and magazines, as well as in competition in salon exhibitions.

Keeping up with the latest trends in fine photography, replacing the obsolete with the most modern equipment, and continually striving to make each portrait by Krider the very best, are the constant aims of this growing business. But above all, it is the hope of all those connected with the Krider Studios that they will continue to serve in a most satisfactory manner the photographic needs of our community.

Congratulations, Lawrenceburg
ON ITS SESQUICENTENNIAL

THE QUALITY STORE

240 Walnut Street

Lawrenceburg, Ind.

Spanagel responded with the acceptance speech. The biography of Mr. Eads and his engineering feats were depicted by Charles W. Decker. Mrs. O'Byrne unveiled the marker and the dedication address was given by Mrs. Walter Kerr, historian.

The Ohio River reached a stage of 64 feet Tuesday night, March 21, 1933 and on Wednesday, March 22, was receding slowly. The stage was the highest since 1913 when the stream rose to approximately 70 feet. The levee was patrolled night and day and extra precautions were taken at night when patrols were doubled. City officials labored unceasingly night and day without sleep and every effort was made to do what was best for the city and its citizens. While a number of our people left their homes and moved some of their furniture, this was done just as a precaution. About all the merchants continued to carry on business as usual. A few moved some of their stock to second floors. Once more the levee proved its great value to our people—thanks to those whose wisdom and foresight made it possible.

The work of wrecking the old Greendale Distillery building was completed in May, 1933. It took about ten weeks to dismantle the building.

Draught beer was a reality not only in Indiana but right here in Lawrenceburg. Shortly after the hour set for keg beer to go on sale which was 9 a. m. Tuesday, August 15, 1933, the glasses were clinking in Newtown. The Hartman Confectionery was selling draught beer an hour after it was permissible and the Klepper Confectionery and Schnetzer Lunch Room soon followed suit. It was also on sale in Oldtown at the Julius Schwing Lunch Room on Walnut Street. 3.2 beer returned in April, 1933.

One of the busiest spots in Indiana in September, 1933, was the plant of the Old Quaker Company where a score of engineers and contractors and a force of perhaps 200 men were working at high speed to restore the former Squibb Distillery property to a much enlarged plant that would compare favorably with any distillery in the United States. Lawrenceburg was long known as a distillery center and in years past three large substantial distilleries and a large whiskey cooorage plant were the prime factors in the prosperity of the community. The advent of prohibition dealt the town and many of its citizens a terrible economic blow. The Old Quaker Company which is a subsidiary of Schenley Distillers Corporation had a daily mashing capacity of 5000 bushels of grain and warehouse storage for more than 85,000 barrels of whiskey. The water supply is a prime requisite in the location of a distillery

and no doubt had much to do with distilleries being established here years ago.

In March, 1935, a real estate deal, involving residence property on Shipping Street in Newtown in proximity to Joseph E. Seagram Sons, Inc., distillery property was closed. The property purchased encroached upon the Seagram plant and the heavy traffic and constant parking made it objectionable to residents. Removals took place as rapidly as satisfactory locations were secured for the dwellings. The new property fit in very nicely for Seagram's extension plan. The properties listed in the transaction were: Henry J. Bechtel, Mamie Tschaenn, William Eberhart, Joseph Snelling, George Ruth, Lewis Brunner, Mary Klefker and a lot belonging to Frank Winter.

A transformation in transportation put in effect as of April 1935 by John F. (Dick) Abraham, "the Coal Oil Johnny" of Lawrenceburg for an unbroken period of 36 years, in reverse order of a much used term, marked a change from the ridiculous to the sublime. This patriot in delivery service of oil and gas discarded his high-seated wagon and team of small mules and started driving a high-powered International truck purchased from Meyer Bros. and was as proud of his new set-up as a small boy in his own olden days with a pair of red-top boots. Swift delivery demand, this local oil magnate said, brought about this change. He said he still liked the old way better, but he had to come to the new or drop out of the picture, and that he is too sturdy an oak to quit the game. "Dick" Abraham started in the oil business in March, 1899, with a horse-drawn delivery wagon, then the mules came in, and lastly they disappeared, removing from the streets of Lawrenceburg the last animal-drawn vehicle.

The Southern Indiana Telephone Company started carrying on all business in this county in its new exchange which was built on Main Street in Newtown. The last of the moving was completed on Monday, January 11, 1937. This improvement in telephone service was just another step in Lawrenceburg's progressive movement for bigger and better things.

Lawrenceburg, snug and secure for 24 years behind its 72-foot levee, was turned overnight into a ghost city, its 6,000 inhabitants scattered far and wide over the surrounding hill. The Ohio River, swollen by weeks of rain all along the course, surged over the levee at midnight on Thursday, January 21, 1937. Shrieks of whistles and bells warned the hundreds who had not evacuated the city by that hour to seek upper floors on the higher

streets of the city. The suburb of Greendale, situated on a high ridge northwest of the city, was jammed with refugees who had poured out of Lawrenceburg all day Thursday, some with all their household goods in trucks and wagons. Some with only the clothes on their backs. The gigantic task of providing food, clothing and shelter for the refugees faced the authorities of Lawrenceburg and Greendale. A Citizens' Flood Relief Committee was appointed by Mayor Arthur Ritzmann on Thursday morning when the alarm became general. The committee was headed by V. M. O'Shaughnessy of the James Walsh Company as general chairman and on his committee were all prominent and professional men. The committee held its first meeting on Thursday morning at the City Hall and made plans, etc. Later in the afternoon headquarters of these men directing the city's 'defense were moved to the Newtown Fire Engine House, which was thought to be out of the path of the flood. Later that night, headquarters were established in Room 16 of the Seagram office in Greendale and all relief work was directed from there. The fact that the 1884 flood, considered by the oldest inhabitants as "the grandfather of all floods", reached only the first floor in the business district, was responsible for the loss of goods worth into the hundreds of thousands of dollars. It was responsible also for peril of hundreds of people in Newtown and in the higher sections of Oldtown who expected to be beyond the reach of the waters in the upper floors of their homes. These people had to be taken in boats from their places of doubtful refuge after the water came into town. Every effort was made to fight back the waters, but the river was rising at a rate beyond anything in the experience of the oldest inhabitants of the city. Sand bags were piled at the weak spots in back of the Lawrenceburg Roller Mills Company and the B & O Railroad all day, the last ones between 11:30 and 12 p. m. The water washed in at the B & O tracks at midnight and Jim Macy tolled the fire bell as the first alarm, which was taken up by all factory whistles and bells available. The water came in slowly at first, then more and more rapidly as the dirt was washed out of the levee. A later check-up showed that water was running over the levee at Hardentown, at the B & O at William Street, at Second Street near Seagrams and at the levee leading to the brick yard before the break came. Water was coming in through the gate in the levee behind the Roller Mills also, and spilling over the plank wall at Walnut Street. The fact that the

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115 WALNUT STREET

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PHONE 391

LAWRENCEBURG

CONGRATULATIONS TO

LAWRENCEBURG

On This Happy Occasion

LOREY'S 5c TO 1.00 STORE

(A Ben Franklin Store)

112 Walnut Street

levee at last gave way between the brick yard and the B & O tracks accounts for the great loss of property in the west part of the town. The great sweep of water as the embankment washed out carried houses from their foundations. People remaining in Oldtown fled to the Court House, the old Johnston furniture plant, the Ohio Valley Casket Company and to two and three-story buildings on High and Walnut streets, the highest spots in that part of the city. Much more could be related here of this disastrous flood but luckily only one person was drowned during the flood—that being Mr. George Powell. Much could be said of the excellent work of the American Red Cross towards rehabilitation after the waters had receded, etc. Damage from that flood is estimated at \$1,158,910 by W. C. Devereaux, meteorologist at Cincinnati. He made a preliminary report to the chief of the Weather Bureau at Washington. His report was based upon a survey made by the army engineers but the estimate did not include the cost of cleaning up, loss from suspension of business, damage to railroads, highways and farm lands.

With a disaster such as the city suffered in January comes the inevitable effacement of many landmarks and institutions, conditions very frequently being such that they can no longer exist. The St. Cecelia Musicale, a 41-year organization in Lawrenceburg, dissolved in May, 1937 and the last musicale was held at the home of Mrs. A. D. Cook, because the situation was too unfavorable for its continuance. It might be mentioned that the money and bonds in their treasury at that time were used to purchase a concert grand piano for the music room of the Lawrenceburg Consolidated High School, also the music which the St. Cecelia Musicale had was turned over to the school library. It could be mentioned here also that the St. Cecelia Choral Club was organized in 1946 and is one of the leading musical organizations of our county.

In 1935 the City of Lawrenceburg purchased from Leo S. Weeks and wife a strip of land fronting 200 feet on the Durbin Road by 550 feet running back to Walker Avenue on which to erect a sewage disposal plant as a part of the proposed sewage system. Bids were opened at a special meeting of the City Council Monday night, January 14, 1936. In the meantime work on the sewer system proper was proceeding right along with gratifying progress, despite the unfavorable weather. Work had started on the Disposal Plant but the high water halted work on same in January, 1937 and after the flood of January 21, that year, it was necessary

to clear away debris in preparation for completing the project. When the flood struck in January the disposal plant was well along to completion but the heavy current caused much damage to the glass covered building where drying of the sewage was to take place. Finally the work was completed and the plant was inspected on Friday, February 11, 1938 and placed in operation. This project was erected by the City of Lawrenceburg in conjunction with the Federal Emergency Administration of Public Works, commonly called PWA of the United States Government and under the contract which the city had with the U. S. Government for the erection and construction of the Sewage Treatment Works, a charge of a certain percentage of the water bill was made against all persons making use of the sanitary sewer system in order to provide an operating fund and a sinking fund for the retirement of the revenue bond issue of \$45,000. These bonds were bought by the U. S. Government in order to aid the city in the construction of the plant.

The Dearborn County Court House was remodeled in March, 1938. New terazzo floors for offices on the first floor and painting and decorating of the three floors.

After five years of work on the part of a group of progressive citizens interested in the rebuilding of Federal Road No. 50 from Aurora to the Indiana-Ohio state line, their efforts were rewarded and the first contract was let on Tuesday, April 9, 1938. The movement to have Road No. 50 rebuilt into a modern highway was started in May, 1933, by the Lawrenceburg Business Mens' Club. Road 50 between Lawrenceburg and Aurora was closed to traffic on May 12, 1938. Detour was marked up Ludlow Hill over Road No. 48 to Kirsch's Corner and thence down Ebenezer Ridge over No. 148 to Sunnyside in Aurora.

The old Nees building for many years a landmark on the corner of Walnut and Center streets was torn down in August, 1938, preparatory to the erection of a new building to be occupied by the Peoples National Bank.

Culminating six weeks of hard work on the part of the officers, executive committee and various other committees, Dearborn County's Northwest Territory celebration opened Thursday night, September 15, 1938 with a dinner in St. Lawrence auditorium at which nearly three hundred were present. The speaker of the evening was Hon. Russell Wilson of Cincinnati. Gene O'Shaughnessy was toastmaster. Harvey Brownfield, with his accordion, rendered appropriate music and put all in good spirits for the evening. The band of Sioux Indians gave sev-

eral of their tribal dances just before the close of the program. Rev. J. Walker Martin outlined the program for the three days. On Friday evening, Smittie's Famous Concert Band of Cincinnati gave music lovers a rare treat when they gave a two-hour concert on a platform erected on Walnut St., near Center. The dance given by Robert Ritzmann and his committee on Friday evening was an outstanding success, and realized a nice profit which was turned in to the treasurer of the celebration. Saturday morning rain and cloudy skies disheartened the committee for a time but soon the sun shone forth bright and warm, making an ideal day for the parade in the afternoon. Visitors began to arrive early in the morning and by noon the streets were lined as time for the parade to start drew near, all available parking space was taken and the sidewalks of Oldtown and Newtown were jammed. Conservative estimates placed the throng at fifteen thousand in number. The pageant-parade "History Passes in Review" has been accorded the highest praise from all who saw it and is said to be the best parade ever given in this county. More than forty historical floats, twelve musical units, sixteen parade marshals in pioneer costumes all combined to make the parade one long to be remembered. The antique show, flower show and quilt show were very popular and attracted thousands of persons during the two days. The climax of the celebration came Saturday night at the Fair Grounds, when the Federal pageant, "Freedom on the March", was given in front of the grandstand. The crowd Saturday night was estimated at 25,000, the largest ever to attend any affair in Dearborn County, according to observers. A review of the Bentley Post, American Legion, Drum and Bugle Corps from Cincinnati pleased the crowd greatly. Dances by the Sioux Indians from Mission, S. D. and several numbers by the Lawrenceburg High School Band preceded the pageant.

On December 8, 9 and 10, 1938, the local post of the American Legion sponsored a WCKY Community Opportunity Show. On the Saturday night of this show, the program was broadcast via radio over Station WCKY direct from the stage of the gymnasium on Short Street. Believe this was the first time that a broadcast originated in Lawrenceburg. Many report that the program came in clear and strong and the voices of local citizens were readily recognized.

The Mayor and Councilmen had new chairs in February, 1939, which they had received from the county after the refinishing of the courtroom. The Mayor's chair was used as the

**We Join With Others
In Our
CONGRATULATIONS TO LAWRENCEBURG
ON ITS SESQUICENTENNIAL**

THE VANITIE SHOP

303 WALNUT ST.

•
LAWRENCEBURG

THE DUNNING INSURANCE AGENCY

Is proud to have played a part in the advancement of the City of Lawrenceburg for the past 24 years. We have enjoyed the confidence placed in our agency by the insuring public. We appreciate this confidence and express our most sincere thanks to all our patrons, both old and new. We are looking forward to the years ahead, which we trust may bring much happiness and prosperity to you and yours.

LELAND O. DUNNING

19 E. WILLIAM STREET

LAWRENCEBURG, IND.

CRAIG MOTORS, INC.

R. R. 1 - LAWRENCEBURG, IND.

Kaiser - Henry J Sales and Service

Founded in 1926 by L. C. Craig in the Knippenberg Building on Third Street the agency sold the Willys Overland.

In 1933 they built the garage at the intersection of Routes 50 and 48, west of Lawrenceburg, where they were agents for DeSoto and Plymouth.

On February 10, 1942 they moved into their present modern quarters in Homestead, the oldest factory approved Kaiser - Henry J. dealer in the Cincinnati area.

Congratulations, Lawrenceburg

On Your

150th ANNIVERSARY

THE C. I. M. & L. TRANSIT CO.

MADISON, INDIANA

judge's chair until discarded by Judge Warren N. Hauck. The chair is solid oak and refinished at the mayor's expense in red leather and was a handsome piece of furniture. The council chairs were formerly used as jury chairs; they were made on solid iron pedestals and are revolving.

Attorneys and judges from seven Indiana counties and Cincinnati were in Lawrenceburg Monday evening, March 27, 1939 for the dedication of Dearborn County's newly refurbished court room. Festivities started with a chicken dinner at the New Reagan Hotel where Mrs. Hattie Henke and capable assistants served dinner to 57 lawyers and their guests. After the dinner all went to the court room where a very interesting program was given. Attorney Morris McManaman in opening the meeting, welcomed the visiting attorneys and visitors, after which he turned the meeting over to Judge Wm. D. Ricketts, who presided for the remainder of the evening. Entertainment was furnished by the Hoosier Quartette. Richard Ewan read an article on the stained glass windows, explaining the emblems and telling who the donors were. Later on Judge Ricketts explained how the movement for the windows started. An impressive part of the program was the presentation of a fine new American Flag by Voiture 612, 40 et 8. The presentation speech was made by Edgar S. Sale, county clerk. Judge Ricketts accepted the flag and Mr. Lingg, court house custodian, removed the old flag on the wall and hung up the new one. Two beautiful baskets of flowers graced the Judge's bench and were presented by the court house officials and Mr. and Mrs. A. O. Myers. A brief biography of former judges of the Dearborn Circuit Court, whose pictures hung on the court room walls, was given by Judge Ricketts. Visiting attorneys were high in their praise of the Dearborn Bar Association for their activity in making the Dearborn County court room one of the finest in Indiana. The beautiful stained glass windows bear the following inscriptions: First window, Crawford A. Peters; second window, Presented by Morris McManaman; third window, In Memory of Hugh D. McMullen, Cassius W. McMullen and Harry McMullen; fourth window Presented by E. G. Bielby and his son, Chester E. Bielby; fifth window, presented by Willard Dean. Prosecuting Attorney from 1915 to 1921; sixth window, Presented by Judge Wm. D. Ricketts, Judge from 1927-1941; seventh window, Presented by Charles A. Lowe, Judge from 1919 to 1927; eighth window, Presented by Edgar S. Sale, Prosecuting Attorney from 1931 to 1937. Another feature of the decorating

that is interesting to the public, although it was not new at that time, was the collection of pictures of former judges of the Dearborn Circuit Court. Judge Ricketts had collected these pictures for the past several years and had them mounted in frames of uniform size. The collection included pictures of Judge Omer Robert, who served from 1873 to 1879; Judge Noah S. Givan, 1879-1885; Judge Wm. H. Bainbridge, 1885-1891; Judge Alexander Downey, 1891-1897; Judge George E. Downey, 1903-1913; Judge Warren N. Hauck, 1913-1919; Judge Charles A. Lowe, 1919-1927.

Work on the new concrete bridge over Tanner's Creek at the West edge of Lawrenceburg was started Monday, June 25, 1938. Concrete piers and abutments were completed and the work could be pushed rapidly as high water could not interfere like it did when the concrete work was in progress. While the grading was in progress for the new bridge a detour was established over the old Garner Brewery property thence through the Seagram property across the Big Four switch tracks and over Second Street to Main and over Main back to Third.

Placing of the heavy steel girders took place on Saturday, July 22, 1939; pouring of the concrete floor on the bridge also the approach on the Third Street end of the structure was completed about September 13, 1939. Workmen then started laying sidewalks on each side of the floor, these walks being a little elevated above the floor and about 4 feet, 6 inches wide. The railing is about two feet nine inches above the sidewalk and the side walks are separated from the traffic lane. The bridge also has six lights on each side. A crowd estimated at 20,000 saw the parade, "Romance of Transportation" on Saturday, October 21, 1939 and attended the dedication ceremonies for the new bridge and Road No. 50. From a reviewing stand in the center of the new bridge, members of the State Highway Commission and a number of distinguished visitors viewed the parade which passed over the bridge, turned near the Scott Lovern residence and counter-marched back across the bridge. The Queen of the dedication, Mary Bobrink, cut the ribbon which was stretched across the bridge as the head of the parade reached the bridge entrance, spoke the words, "As queen of the dedication, I now open this bridge to traffic. May it serve people today and generations to come. On behalf of the people of this community I extend grateful thanks to the Indiana State Highway for this beautiful bridge and modern four-lane highway." Chairman T. A. Dicus responded for the Highway Commission. The "Romance of

Transportation" parade exceeded the expectations of the thousands who come to witness the spectacle. It was approximately two miles in length and took an hour and a half to pass the reviewing stand. The parade, composed of four divisions, contained more than 100 entries, seven bands, one drum corps and color guards from five American Legion posts. The first two divisions contained only horse-drawn vehicles. Division three was composed of old motor vehicles and division four of modern motor vehicles. The high school bands of Lawrenceburg, Aurora, Bright, Guilford, North Bend, Rising Sun and Harrison and the Young Democrats drum corps of Columbus gave color and martial music to the parade. Color guards from the American Legion posts of Harrison, Rising Sun, Sunman, Aurora and Lawrenceburg headed the divisions. Among the entries were a dinosaur, horse-drawn drag, chariot, Conestoga wagon, covered wagon, old hearse, coach gig, buggy, sleigh, phaeton, carriage, victoria, tally-ho, trap, dray, old school hack, storm buggy, high wheel bicycle, tandem bicycle, old B & O Train, fourteen old model cars ranging in age from 1899 to 1922, and examples of modern transportation facilities of every kind. Cowboys, Indiana and Romans were among the marching groups that were interspersed along the parade line. A group of 65 children with decorated bicycles got a big hand and the patrol boys from all the schools of greater Lawrenceburg made an impressive sight. C. W. Siniff of the State Highway Commission told members of the committee that the parade surpassed anything of the kind he had ever seen. Speakers at the dedication exercises were John A. Howison of New Albany, president of the Wonderland Way Association; Judge William D. Ricketts, general chairman of civic, service and commercial groups working for an improved highway from Cincinnati to Madison, and T. A. Dicus, Chairman of the State Highway Commission. Chairman Dicus spoke on the growth and development of the Indiana state highway system, which has improved enormously in recent years. He touched on the fact that the cost of maintenance increases as new roads are brought into the system. Curtailment of the highway budget by the legislature leaves the state with an insufficient number of engineers to be able to take advantage of all Federal funds that are allotted to Indiana for roads, he said. On Thursday night, when the celebration opened officially, four hundred and fifty people attended the dinner at St. Lawrence Auditorium and witnessed the crowning of Mary Bobrink

Best wishes from the bakers of
GOOD Rainbow bread.

CONGRATULATIONS TO LAWRENCEBURG
FISCHER'S BAKERY

COMPLIMENTS OF
ORIN "RED" NOWLIN
KIGER & COMPANY

WALKER LAUNDRY
AURORA - INDIANA

Founded in 1895 at Aurora, Indiana the Walker Laundry has been in continuous operation serving this area.

The original organization manufactured its own soap and used 25 pounds of fallow per week. The water supply was furnished them from the wells of the Stamm Machine Works until a water system was installed.

Today's modern plant is owned and operated by Mr. and Mrs. Telford Walker and they continue to serve a good portion of this area.

as queen of the celebration. The throne was arranged on the stage in a beautiful setting, and Mayor James G. Stewart of Cincinnati placed the crown on the queen's head. The attendants were Miss Irma Ray Wood and Miss Elberta Kerr. Audrey Warburton and Nathalie Warneford acted as trumpeters to open the celebration and Betty Sue Reichert as page announced the queen's arrival. Mrs. Thomas Fitch, Sr., was chairman of the committee who arranged the coronation ceremonies. Mayor Stewart was principal speaker at the dinner and delighted his audience with his wit and eloquence. The Rev. J. Walker Martin was in charge of "pep" singing. Miss Mildred Prigge, accordionist, entertained throughout the evening, through the courtesy of the Cincinnati Automobile Club, which organization was co-sponsor of the celebration with the Business Mens' Club. A party at the American Legion Home followed the dinner.

Now that the new bridge over Tanner's Creek which was put in operation as mentioned above, think it only in order that a brief history be given of the Tanner's Creek bridges as they have an interesting history. The present fine bridge over Tanner's Creek is the successor to several bridges, fords and ferries at this point and it is interesting to trace the history of these in the early county records. The first ford over lower Tanner's Creek was on the bar where the creek empties into the Ohio River. The first explorers coming in with vehicles or pack animals overland used this ford which could be traveled only at low water mark. Such a road seems to have been followed most of the length of the Ohio River, crossing small streams at their mouths where crossing could be made on the gravel bars. The next road seems to have been established from the foot of High Street to the foot of the hill near the residence of Mrs. Anna C. Givan, now occupied by Dr. F. H. Ryle, following the northeastern line of the Rees lands and on this road there was established a ferry. Prior to this when the creek or river was high, those crossing had to swim across or go up stream to a place where it could be forded. The lowest ford that could be crossed for any long periods was Bullock's Ford, west of Homestead, on the Hayes farm. The plat of New Lawrenceburg recorded in 1819 showed no access to Tanners Creek from the town, so that there had evidently been no road established then. Commissioner's Record 1, Page 117, shows that on Sept. 18, 1829, a road was established from Madison to New Lawrenceburg crossing Tanners Creek. It fails to state how the creek was crossed. Commis-

sioner's Record 1, Page 377, gives the earliest mention of the bridge. It says, "March 5, 1834: Damages were allowed to Stephen Ludlow for change in the Lawrenceburg and Indianapolis State Road, from the end of the Tanners Creek bridge to the top of the hill." In 1839 and 1840, Andrew Morgan and Stephen Ludlow deeded lands to the Lawrenceburg Bridge Company for the bridge, approach and toll house lot, so evidently at that time or earlier there was a toll bridge near the site of the old bridge. As shown by Commissioner's Record 4, Page 110, on July 4, 1846: "The County Commissioners ordered that as soon as \$2,500 was raised by popular subscription that \$2,500 should be appropriated by the county to build a free bridge over Tanners Creek." Either the money was not raised or it was realized that the bridge could not be erected for the \$5,000 for there seems to be no record that this free bridge was ever erected. Commissioners' Record 5, Pages 160 and 161 show that at the March session, 1851, it was made known to the Commissioners that the Lawrenceburg Tanners Creek Bridge Company was willing to sell its bridge and toll-house for \$12,000 and that same cost \$16,000 and could not be built for less than \$14,000. The trustees of Lawrenceburg township were willing to pay \$6,000 to aid in making it a free bridge, and the Commissioners agreed to pay the other \$6,000. The bridge company sold the bridge to the Commissioners. This bridge seems to have remained for 34 years after this and in 1885, the present steel bridge was erected. The old bridge was sold "at public cry" to R. E. Slater for the sum of \$76. Contract for the present old wrought iron bridge, that is, the bridge which was replaced by the new concrete bridge just dedicated, was let to Lomas Forge and Bridge Works at Cincinnati on October 9, 1885 at a special session of the Commissioners. The bridge was to be 185 feet in length between the pins in the lower cord, to be built in one span of 179.8 feet, to have a roadway of 20 feet in width, in the clear, and a tensile strength of 15,000 pounds per square inch. The records show that the bridge was received January 18, 1886. This bridge which carried practically all the east and west traffic of Southern Indiana was sold to the highest bidder on May 11, 1942, it having been in service for more than a half century.

Another project completed in October, 1939 in Lawrenceburg was the Durbin Road from Center Street north toward the former saw factory. This project was done by WPA labor and is in an excellent piece of work. That road ordinarily was full of holes and

very rough but it was made smooth as any paved state highway. The City of Lawrenceburg sponsored the project and the use of city equipment added much to the efficiency and speed of the work. A new sidewalk had previously been put in on the East side of the street. Many more pedestrians and motorists started using the Durbin Road between Oldtown and Newtown after it was finished.

LEVEE

The House passed an Appropriation Bill May 10, 1939 carrying \$900,000 for the Lawrenceburg levee. The engineering work on this levee was about completed at that time and work would likely start after the action of the Senate that the amount approved would be spent on the levee during the fiscal year of 1939.

In June, 1939, a petition was filed in the Dearborn Circuit Court for the establishment of a Flood Control District within the corporate limits of the City of Lawrenceburg and a part of the Town of Greendale. This was the first step toward a new levee, money for which was appropriated by the Congress as a part of the Rivers and Harbors Appropriation Bill. The money for the first year's construction, approximately \$900,000 was available July 1, 1939, officials stated. When the Flood Control District was established, work then went forward on getting the right of way and letting the contract for the levee.

According to the original plan submitted by the War Department engineers, the new levee would cross the old Fair Grounds where the horse barns were located; it would pass through the Rodger Lowe farm, the George Fox farm and the Ziegler farm, intersecting Ridge Avenue at the Seagram fermenting house. It was planned to give protection to all the Seagram, Old Quaker and Acme Veneer Company buildings. From the Lawrenceburg - Greendale corporation line to a point between Second and Third streets, the levee would have a concrete crest wall. A flood gate would be made in the wall for Highway No. 50 to pass through. The new levee would be located West of the Seagram bottling plant and would join the present levee at Center St. It would cross High Street at Mulberry, cutting off part of the West end of High Street. From there the levee would follow the present course back to the Fair Grounds.

The earthwork was started on Lawrenceburg's present levee on July 1, 1940 and was completed December 31, 1940; the contract called for 576 working days but inasmuch as good weather prevailed the earthwork end of it was completed in six months. Matter of gate structures, pumping

CONGRATULATIONS

LAWRENCEBURG

ON YOUR 150th BIRTHDAY

We are proud to have been a part of these years of progress and are looking forward to many more years of pleasant affiliation with your community.

LEO'S STORES, INC.

12-14 HIGH STREET

18 years at the same location selling tires, batteries, seat covers and accessories for your car . . . television, radio, refrigeration, toys . . . and other appliances.

DON STAUTBERG, Manager

MARGARET KANPEK

RONALD FOX

NORMAN "BUD" MENDEL

plants, etc. was delayed somewhat on account of being critical material, however, the entire job was completed in 1943 and it was then turned over to the Flood Control Committee. Money was needed to acquire land, etc., therefore the first issue of bonds was April 1, 1941 when \$160,000 were issued and the second issue on December 15, 1942 when \$30,000 additional were issued; interest rate on these bonds was 1-3/4 per cent. These bonds were retired at the rate of \$19,000 per year; in fact, only about \$4,500 remains yet to be retired, which according to information received will be paid off by July, 1954, and the levee will then be debt free. The Government appropriated additional money in 1949 amounting to about \$180,000 to construct a system of additional relief wells and collector drains to keep the city dry when the water pressure outside was forcing seep water up inside the levee.

Now that there is a higher and stronger levee for Lawrenceburg, it is only in order that some thought and consideration be given those who were responsible for this great civic project. For those who may not know who this committee was that brought about this great achievement, we herewith give their names: Mr. V. M. O'Shaughnessy, chairman; Mr. E. G. Bielby, Mr. Frank Hutchinson, Mr. Charles A. Lowe, Mr. Morris McManaman and Mr. Cornelius O'Brien. The ex-officio members of the committee were Mayor Jacob Spanagel, City Attorney Loren L. Edwards and City Engineer Walter G. Decker. Ex-Mayor Arthur G. Ritzmann and members of his administration also rendered invaluable service during their incumbence, which the people of Lawrenceburg have not forgotten. In Washington, Congressman Crowe kept up an incessant fight to have the project approved and the money appropriated. Success has crowned their efforts and our people owe them a debt of gratitude which they never will be able to repay.

Another fire of importance worth mentioning was the Lawrenceburg Roller Mills Company's fire of May 29, 1941. The fire, which destroyed the mill, started between 11:15 and 11:30 a. m. and caused a loss in excess of half a million dollars. The greatest loss besides the structure was in machinery, equipment and stocks. Approximately 60,000 bushels of wheat in process of milling and 10,000 barrels of flour were in the section of the plant destroyed. The fire started in the rear of the structure and was discovered by mill employes. It spread rapidly due to the extreme drought and a brisk wind blowing from the river side of the plant. Dense clouds of smoke rose from the fire and this

was caused by creosoted timbers in the elevated structure which carried the railroad tracks along side of the plant. Ten cars on this elevated structure were consumed by the flames and another in the unloading shed on High Street. This was the first big fire since September, 1932, when a part of the Rossville Commercial Alcohol Corporation plant was destroyed by fire.

The Underpass on U. S. Highway 50 near the Miller Cemetery, northeast of Lawrenceburg, was started in November, 1941. Cost of same was approximately \$170,000. It was completed about June 1, 1942. Bad weather hampered the work during the winter months.

Dearborn County Civilian Defense Council was set up in January, 1942 with Elmer G. Harry as Civilian Defense Director; Anna Belle O'Brien as Chairman of Women's Division and Mrs. Leona H. Cole as Secretary. Offices were set up in the American Legion Home as well as Red Cross headquarters at the same time.

An ordinance passed by City Council amended Sections 8 and 9 of the ordinance passed in 1934, setting out the councilmanic districts in the city of Lawrenceburg. The ordinance as amended in April, 1942, took into councilmanic district No. 4—that part of Lawrenceburg City on the Aurora road, which was then part of the city.

New U. S. Road No. 50 was opened to through traffic Saturday, April 11, 1942 and speed and direction signs were placed on Third Street by the highway employees. Trucks and cars then went through the Underpass.

Also in April, 1942, Lawrenceburg started installation of its new soft water softener system which the housewives of the city welcomed, a convenience for which they long yearned. It was finished in October of that year.

During 1942 much could be written about gas rationing, sugar rationing, etc. Many young men were drafted, also. Scrap drives, tin drives, and various bond drives were much discussed. This community had more than 42 commissioned officers in service in 1942.

To Paul "Whitey" Lemm, son of Mrs. Anna Lemm, then county recorder-elect, went the distinction of being the first veteran of World War II to join David McAllister Post of the American Legion. Arthur Voit, then Sheriff of Dearborn County, was the second veteran of World War II to join.

Another war-created innovation in Lawrenceburg was the unloading of wheat from river barge by the Lawrenceburg Terminal Elevator Corporation. The wheat was unloaded with

the Peoples Coal Company unloading equipment. Officials at the Terminal Elevator Corporation stated that the procedure relieved considerable strain on railroad transportation.

A resolution unanimously adopted by the Kiwanis Club at their noon meeting Tuesday, October 5, 1943 was presented to the City Council recommending that State Road No. 48 between the Junction with State Road No. 50 and the Lawrenceburg city limits on Ludlow Hill be named "Bielby Road" in memory of the late E. G. Bielby. To name this road the Bielby Road would not only be an appropriate memorial to Mr. Bielby, a former mayor and citizen who contributed much to the public affairs of Lawrenceburg, but would also be particularly fitting because of the part he played in the building of the road. Records show that in the early 20's a petition was filed by Mr. Bielby and others to build the road, and it is designated in the files at the court house as the "E. G. Bielby et al free gravel road". The old road at that time went around the other side of the hill and was much steeper and more hazardous.

The teen-age canteen called "The Shack" was opened Saturday night, April 1, 1944, in the Hayes Building at the corner of High and Short Sts.

March 7 and 8, 1945 were memorable days for Lawrenceburg citizens, for on Wednesday, March 7, 1945, the Lawrenceburg Register had its fire and the loss was estimated at \$200,000; also the Ohio River boomed to a crest of 65.3 feet on that day. Hundreds of residents and business men, alarmed by the rapidly rising waters on March 6 in the wake of flash floods in Southwestern Ohio Monday night, March 5, moved to safety in Greendale and elsewhere. The flood scare had passed, and the business and industrial people of the city returned to normal after one of the most exciting and apprehensive weeks in the city's history. Yet the new \$2,600,000 flood wall successfully met and withstood its first major test.

Public open house was held Friday and Saturday, July 6 and 7, 1945 at Dearborn County's new electrically-equipped canning factory in the old shoe factory building on Front Street in Newtown. Bruce Miller, head of the vocational agricultural department at Lawrenceburg Consolidated High School, was in charge of canning operations which began Monday, July 9. The cannery was operated five days a week. The Lawrenceburg plant, one of seven in Indiana, was the largest and most fully equipped in the state. It was installed at a cost of more than \$6,000 for the benefit of the big producers as well as those who had victory gardens from

CONGRATULATIONS

THE

**New York Central
Railroad**

which they desired to can vegetables for winter use.

Ferry service on the Ohio River between Lawrenceburg and Northern Kentucky was discontinued the week of October 15, 1945 in order to permit repairs to be made on the hull of the Ferryboat "Pearl" which had been in operation since 1927. The craft, owned by Cecil Walston and which had a capacity of six automobiles, was sent to Madison on Tuesday, Oct. 16, and service was discontinued for a period of two weeks. This was the first interruption in ferry service in Lawrenceburg since 1939, when the boat was last overhauled. The Lawrenceburg ferry dates back to the days of the horse-drawn craft. The "Pearl" was built here in 1927 by Ed. Witham. Mr. Walston purchased the craft in August 1944 from "Bill" Cox. At that time and until October, 1944, it was piloted by Felix Tice, who worked on the boat for 13 years prior to his retirement.

First in a series of proposed civic improvements for Lawrenceburg was completed the week of February 17, 1946 with the installation of a synchronized fire alarm system. This was installed in Fire Company No. 1 on Short Street. This afforded simultaneous warnings of fire and assured a prompt, forceful response to all alarms. Prior to the installation, the only way one department in the community could summon help from another was by telephone or relying on the hand-operated alarm bell to be heard in the other area. This helped to avoid confusion and the fire companies to reach the scene of the fire more quickly. After this installation, notice was given that persons who had occasion to turn in a fire alarm should report the fire to the Telephone Exchange instead of the fire company. The I. T. Verdin Company, Cincinnati, which made the installation, also put up the new synchronized tower clock in the Zion Evangelical and Reformed Church.

Twenty trailer homes which had been allocated to Lawrenceburg by the Federal Housing Authority were shipped to Lawrenceburg from Mobile, Ala., and arrived about the middle of April, 1946. These trailer houses were set up in a vacant lot West of Durbin Road which was leased to Lawrenceburg by the New York Central Railroad. Electric lights, water and other facilities were provided by the city but this cost was included in the rent which was fixed at \$25 to \$26 per month. Sixty applications were filed in Lawrenceburg and the twenty trailers were rented to the first twenty persons who had signed up for them. So, Lawrenceburg, without a trailer camp for the first four years of World War II, finally

got one. The Federal Housing units were for ex-GI's and their families who were unable to find homes elsewhere. As these twenty units were no longer needed after the close of World War II, orders were issued that they must be vacated as of September 30, 1949 and they were then moved elsewhere. Immediately after they were moved, remodeling of the utility building and improvements of the area was begun. Establishment of a new trailer camp on the same site was immediately planned.

In the issue of the Lawrenceburg Press of Thursday, July 15, 1946 there appeared a picture of the Service Board, which bore the names of nearly 3,000 men and women of Dearborn County who served in the World War II. It was a constant reminder of the county's part in that conflict. The Board was erected in Newtown Park by Psi Beta Psi Sorority and the Lawrenceburg Kiwanis Club in cooperation with the County Commissioners. While it has been dismantled for several years, yet the names of those which were on the board will stand in our memories as long as there is an America.

Eight houses in the Shipping Street area purchased by Seagram's earlier in the year, were moved the week of September 16, 1946 by the Zimmer Trucking Company. These were the Doenges, Zinser, Lewis, Clark, Gould, Boehler, Glowka and Harvey Cook homes which were moved to various locations in Lawrenceburg.

During the latter part of October, 1946, Ted Schulenberg, secretary of the Chamber of Commerce, received permission on behalf of Lawrenceburg business men to erect a neon sign at Third and Walnut streets. The erection of this sign, which designated the Lawrenceburg Business District, was sponsored by a committee of down-town business men headed by Russell Wilson and Sam Gordon.

Lawrenceburg population, already in excess of 5,000, was increased by approximately 500 persons on Monday night, June 16, 1947 when City Council voted to annex the Ludlow Hill area to Lawrenceburg. With the Ludlow Hill annexation, the population of Lawrenceburg and Greendale was increased to more than 8,000 persons. Less than 1,000 residents of Lawrenceburg Township were not included in the new unofficial census figure, it was said. The annexed area is two and a half miles in length and extends a few hundred feet on the other side of Upland Heights.

Mrs. L. C. Hannon of Elm Street began her duties about March 16, 1952 as Welcome Wagon Hostess following a course of instruction at the headquarters of Welcome Wagon, Inc., in New York City. Welcome Wagon

Service was originated in 1928 by Thomas W. Briggs, a newspaperman of Memphis, Tenn., who adapted a custom of pioneer days to present day conditions. A student of American history, Mr. Briggs was stirred by the romantic tales of the rugged men who blazed the trails to a new land across the western plains. As the covered wagons of the pioneers wended their way toward the frontier, homesteaders from scattered settlements along the way met them in "Welcome Wagons" with food and water to refresh the travelers at the end of their long journey and extended a hand of welcome. This tradition lives on today in Welcome Wagon. A modern version of "old-fashioned" hospitality and good-will is extended to the families of the community at the crucial moments of their lives. Welcome Wagon hostesses carry the good wishes of civic and business organizations to families on the occasion of the birth of a baby, sixteenth birthday, engagement announcements, and when families move from one home to another within the community or from out of town. When Mrs. Hannon resigned her position in April, 1953, the Welcome Wagon was taken over by Mrs. Ray R. Roland as of April 15, 1953 and is continuing same at the present time.

"Kentuckiana" Memorial Bridge

As this history is committed to paper, legal delays have postponed temporarily, only it is hoped, the construction of a toll bridge across the Ohio River with its northern terminus safely within the government levee at Lawrenceburg, its southern end on the side of a Kentucky hill. The location would preserve freedom of movement across the Ohio in its most turbulent flood times, it is felt by the many state and national governmental units which have had their hands in its seven years of preliminaries. By action of Congress and the proper authorities in Indiana and Kentucky, the construction and operation will be by the Indiana Toll Bridge commission, funded under state laws by preliminary loans from the State of Indiana, all costs including a bond issue of some three to five million dollars to be repaid by collecting toll of those who use it within the next six to ten years.

Talk of a toll bridge between Indiana and Kentucky was started in 1946. It was stated that this joint Kentucky-Indiana span would be a war memorial and would close a gap in a detour for through traffic, around the congestion of Cincinnati streets. Converging highways indicate the convenience of the location to U. S. Highways 46 and 50 and State Highways 1 and 48 in Indiana, U. S.

1859



1953

PROGRESS.....

A&P — AND — LAWRENCEBURG

We are proud to be a part of Lawrenceburg and able to share in the progress of the city during its Sesquicentennial, August 23-29, 1953.

202 WALNUT STREET -- LAWRENCEBURG

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Highways 25 and 27 and State Highway 20 in Kentucky, as well as the network of Ohio roads from the north. It would benefit residents of Kentucky and industries and merchants of Indiana.

The concrete proposal to build a \$3,000,000 bridge was received enthusiastically by high officials of both states, at Frankfort, Ky., July 9, 1946. The United States Senate completed congressional action July 29, 1946 on the Wilson bill, authorized by Representative Earl Wilson and known as House Resolution 6899 authorizing construction. A telegram received on Tuesday, July 30, 1946 from W. D. Murray, secretary to United States Senator Raymond E. Willis, and publisher of The Lawrenceburg Press, stated "Understand the President will sign the bill in the next few days, after which it will be law and up to the state of Indiana." President Truman did sign the bill and appropriate action was taken by the State Assembly in its session of 1947.

The pen with which Pres. Truman signed the House Resolution was presented to Mr. Robert H. Nanz, who was chairman of the bridge committee of the Lawrenceburg-Greendale Chamber of Commerce. Mr. Cornelius O'Brien received word from the President that he wished to present the pen to Mr. Nanz in recognition of the work he had done in promotion of the bridge project. The pen was presented by Mr. O'Brien at the Chamber of Commerce dinner held at St. Lawrence school auditorium, marking the close of the first year of Chamber of Commerce history and its first important accomplishment for the twin city-town of Lawrenceburg and Greendale.

The Chamber of Commerce undertook to lobby state participation in the interstate bridge and sent a delegation to the Indiana State Assembly early in the 1947 session, instructed to request funds from the state to construct a free bridge. Governor Ralph Gates had been in conference with engineering and governmental authorities, and authorized instead the preparation of a bill setting up the State Toll Bridge Commission, with power to borrow money from state funds for preliminary work and to construct toll bridges entirely or partly within the state. The Lawrenceburg bridge was the first one proposed, when the governor's proposed bill passed both houses of the state legislature and was signed by him.

Much constructive work was done by the bridge commission amid the difficulties of consolidating the needs and opinions represented by the various governmental bodies of the United States Government, the States of Ken-

tucky and Indiana, and the organizations and individuals with interests involved. Members of the bridge commission during its period of most intensive work were Mr. O. M. Keller of Lawrenceburg, Mr. Walter Koch of Evansville and Mr. Carl Knapp of Cannelton. Mr. Koch, a senior member, has been chairman since the body was created. Mr. Keller became a member in 1950 and resigned his membership in March, 1953, throughout that period assuming a position of leadership in working out details connected with the local bridge. Succeeding Governor Gates, Governor Henry Schricker was interested in working out the provisions to establish a bridge here. After Mr. Schricker's four-year term Governor Craig found himself the center of legal technicalities arising from the letting of contracts for construction which occurred November 12, 1952, in the closing days of Gov. Schricker's term, and certain items of contractual expense, which were processed by the State Auditor and Attorney General in routine preparation for closing the books on preliminary details. After completing these preliminaries Mr. Keller resigned to give more time to his own business, recommending that his uncompleted term be filled out by Mr. Nanz, as an original supporter of the bridge project and one whose interest had never lagged. Because of legal requirements that the place be filled by a person of another political party, the appointment went to Mr. Harold Schindler of Newburgh, Ind., a former state (department) commander of the American Legion, who met with the re-formed board for the first time May 28, 1953.

Kentucky officials who have worked untiringly on the bridge preliminaries are Governors Willis, Clemens and Weatherby, Attorney General Ferguson, and two heads of the state highway commission, Mr. Weathers and Mr. W. P. Curlin.

For the present, the Indiana Toll Bridge commission is busy with preparations for constructing another bridge across the Wabash river near Evansville, but assurance is given by the governor and members of the commission that no effort will be spared to complete the Lawrenceburg bridge at the earliest possible time. Their problems include the construction contract, possibly re-drawing the bridge to build it more economically in the light of rising costs presented by higher interest rates on bonds, and disagreements with an attorney and engineers over interpretation of their employment contracts.

Whether the proposed bridge is ever constructed or not, and many local residents protest that they believe it

to be in serious doubt, there is no question that it has invited and received the cooperative support of the community over a period of about seven years, meeting and overcoming many seemingly insurmountable obstacles and writing an interesting chapter in the growth of the city and county covering a period of phenomenal growth in public spirit and coordination. It has probably played an important role in the creation of that spirit, which will be reflected in aggressive community work in the future, not only on behalf of the coming stages of bridge creation but in community projects yet unborn.

—O—

Before closing this history, it is in order that we mention two of the larger industrial plants which have been established in Lawrenceburg Township, but both of them have meant so much to the city of Lawrenceburg and surrounding territory. These are the Indiana & Michigan Electric Company and the Thatcher Glass Manufacturing Company, Inc. A few words about each of them follows:

On the quiet afternoon of September 1, five short years ago, the day's activity was interrupted briefly outside the city to welcome a new industrial member to our community. That day marked the ground breaking on the Ohio River for construction of the Tanners Creek Generating Station of Indiana & Michigan Electric Company. Public officials and residents of Lawrenceburg and vicinity had hardly wiped the dust from their clothing after the ground breaking before the usual sounds of the valley were replaced by the roar of giant earth movers beginning excavation. Two months and 800,000 cubic yards of earth later, a great excavation was hollowed out of the earth's surface on the 200-acre site and a dike 83 feet high formed to keep out the river. Excavation was soon replaced by the foundation and steel to hold the brick and concrete of the structure, which ultimately was to support the first of three steam-electric generating units of the latest design.

Almost overnight—actually it was many months—the towering structure of concrete, brick and steel began to rise on the river bank and the plant building started to take form. Residents watched the big construction program in awe as the building went up. A generating station of the size and scope of the Tanners Creek plant was quite an undertaking in the eyes of all in the area. But actually they had no idea of the real planning and thought behind locating the generating station near Lawrenceburg. They had little comprehension of what the plant would really mean to the area,

To Lawrenceburg . . .

*Cincinnati's Good
Neighbor For
150 Years*

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The CINCINNATI POST

At Your Service!

and all Indiana, when it was completed and in operation.

Officials of I. & M. and its parent company, American Gas and Electric Company, decided to build the giant plant outside Lawrenceburg because they felt the site best satisfied three essentials for the construction: (1) The plant needed adequate condensing water (the Ohio River satisfied this requirement), (2) it had to be accessible to large quantities of coal for fuel, and (3) it had to be close to major power load centers to market its product—electricity.

Today the third unit of Tanners Creek Plant is being built. Last year Unit 2 at the plant went on the line, adding another 150,000 kilowatts to the plant's generating capacity; and Unit 3, scheduled for completion in the fall of 1954, will make available another 200,000 kilowatts of generation. When completed, it is estimated that the cost of the plant will have exceeded \$55 million dollars. It will be Indiana's largest steam-electric generating plant, with a capacity of 500,000 kilowatts. Tanners Creek, with Unit 3 in operation, will burn annually some 1,500,000 tons of coal—coal burned to produce tornadoes of steam to drive giant turbines and produce electricity for use in homes and on farms, and to turn the wheels of industry.

There you have the picture of Tanners Creek plant which today stands majestically on the banks of the Ohio outside Lawrenceburg. At this very moment, steam in giant turbines at tremendous temperatures and pressures is at work inside, producing millions of kilowatt hours of electricity annually to make living better and easier for all of us.

Today we enjoy more leisure time, thanks to inexpensive electric power and the invention of our "electric servants" in the home. We also produce more and enjoy higher standard of living, thanks in part to an abundance of economical electric power.

It's things like these that best illustrate what the building of a generating station on the banks of the Ohio River outside our city really means to us as individuals. The engineering design of the units and plant represents the most advanced ideas in the economical production of electric power from coal. The history of the plant reflects many things. It is the history of the company itself—

the history of Indiana & Michigan Electric Company, whose power lines have reliably served communities over the state for many years. Indiana & Michigan Electric Company and its parent company, A. G. & E., have always planned well ahead of demand for electric power. They have worked to make certain here, in Indiana, and Michigan, and elsewhere, that electricity is available in adequate amounts when it is needed, and at a reasonable rate. The Tanners Creek plant is dedicated to serving the people of the two great states of Indiana and Michigan. Power from Tanners Creek, as well as the other plants of Indiana & Michigan Electric Company, will continue to serve the hundreds of communities within reach of the transmission and distribution lines of the company's great power network.

The Thatcher Glass Manufacturing Company, Inc., started operation in April, 1951. Their newest plant located near Homestead is designed to make all sorts of glass containers by straight line production with ample provisions for the health and safety of employees. It is spacious, airy, light, well ventilated, with production equipment and lines widely spread. Wherever consistent with accuracy of operation, operations are mechanical and automatic. Mr. J. K. "Kenny" O'Brien is the plant manager who has been connected with the glass industry since 1936. The entire plant is modern throughout. All departments are headed by Thatcher men brought in from Thatcher plants at the Elmira (N. Y.) headquarters, or from the plant at Streator, Ill. The local plant employs about 200 people. There is an attractive rest and lunch room for women employees. Thus far, production has centered upon amber glass liquor and beer bottles.

Lawrenceburg has ancient roots deep in the history of our pioneer historical state, so it was selected as a high point on a recent tour of the state Historical Society on Saturday, June 13, 1953, conducted by Dr. I. George Blake of Franklin College, head of the tour organization. Local arrangements were made by the newly formed county historical committee, headed by William D. Murray, county historian, and including James Ewbank, Charles A. Lowe, Herbert Patton, Bernard McCann, Mrs. Charles Schmidt and Earl Huffman. Here the crowd looked down on the river light-

ed by a large bonfire kindled by the Baptist Boy Scout Explorers under Curtis Lischke and heard historical talks by Judge Charles A. Lowe and James Ewbank. Mr. Blake for the state tour and W. D. Murray also spoke briefly on this occasion.

—o—

It should ever be borne in mind by the people of central and northern Indiana, that Lawrenceburg and this part of the state has a good claim for recognition. Even long before Indianapolis was known, Lawrenceburg was one of the leading trade centers of Indiana.

If it's History—here it is to be found. Can you look out to an ancient Fort Hill without being filled with a sense of reverent awe, for here it was that centuries ago the Mound Builders did a work so great that it is yet visible today, and you can go to the very spot where their noble warriors shed their heroic blood in their last effort to defend their formidable fort. Just beyond the old fort you can see Fort Finney, where President Washington sent his commissioners to treat with the Indians in 1793. Just a little beyond you can see the old homestead where Zebulon Pike was born, also the old homestead where President Benjamin Harrison spent his boyhood days, and if you would care to stretch the eye to farther view, you can almost see the tomb where sleeps our warrior president, William Henry Harrison.

Although the elements in times past have done all in their power to wipe Lawrenceburg off the map, yet we are thankful and proud of the fact that Lawrenceburg is still here, not a dead, unhealthy, stagnant city, but a greater Lawrenceburg than it has ever been before. To any traveler of note who chances to come into our city, remaining with us a few days, there is only one story that could be told, that is, that "you have one of the nicest little cities that I have ever been privileged to visit in". This is true in every way. By us flows the majestic Ohio river, whether we look north, south, east or west, we behold the beautiful everlasting hills.

We are not the least bit backward in saying that in Lawrenceburg we have one of the safest and soundest little cities in every way that can be found—a city although aged, yet it has wonderful possibilities before it, as well as the youthful city of only yesterday.



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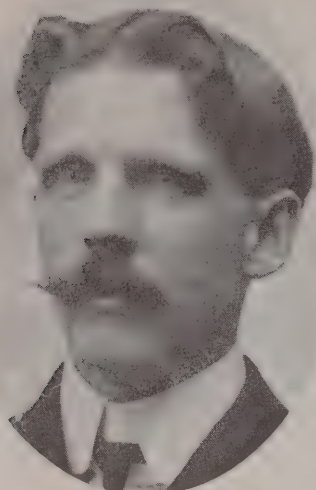
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Phone 37

STORE

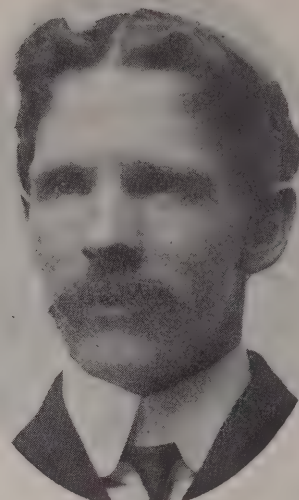
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Phone 788



Thomas A. Fitch

FITCH BROS.



Joseph T. Fitch

FUNERAL HOME

12 WEST HIGH

LAWRENCEBURG, IND.

Probably the oldest business in Dearborn and adjacent counties, or for that matter in this state, was founded and continues to operate under the same owner and manager.

Fitch Bros. was founded in 1888 by Thomas A. and Joseph T. Fitch, twin sons of DeWitt C. and Leah Hayes Fitch. This business had its birth through the energy and foresightedness of its founders at the age of sixteen years. Its first purposes were livery and drayage with the consequential supplying of conveyances for funerals.

Their first home was in the family stable to the rear of the residence on High and Mary streets, now the home of the American Legion. In later years and as their business grew they moved to larger quarters in the rear of the property now occupied by Miss Willa Mae Corbin.

They secured their Funeral Directors license in the first group issued by the state and those held at this time by Thomas A. are believed to be the oldest license in both Indiana and also Kentucky, and among the oldest in Ohio.

The fame of the "White Horses" was part of our history, as this herd was increased. "Snowdrift," our herd sire, was a descendant from the herd given General Grant by the Queen of England. It was a common sight for some of the older Lawrenceburgers to see when these Whites were put on show at fairs and fancy parades. Their usual duties being to serve the public year round.

In the late 90's the brothers purchased their present location from a Mr. Gould and then increased it by adding a forty by ninety foot addition for storage and stables. This addition was started and completed in a thirty-day period. About 1910 the present building,

which now is occupied by the funeral home, was purchased from the late John Hornberger. This building has been the birthplace of other organizations, namely the Eagles Lodge, Commercial Club and the first home of the American Legion, who strangely enough are presently housed in a former Fitch building.

The great war came and with it the change in our mode of transportation. The horses were replaced, to the regrets of many, by the auto. The first auto hearse and first completely motorized funeral was held in this area, by Fitch Bros.

In 1920 our modern Funeral Home was finished and with the coming years additional modern equipment was placed in service.

Joseph T. Fitch became ill and was forced to retire in 1918 and passed away in 1939.

Theodore H. Fitch, now the Mayor of Lawrenceburg, joined his father in 1929. He is a graduate of the Cincinnati College of Embalming.

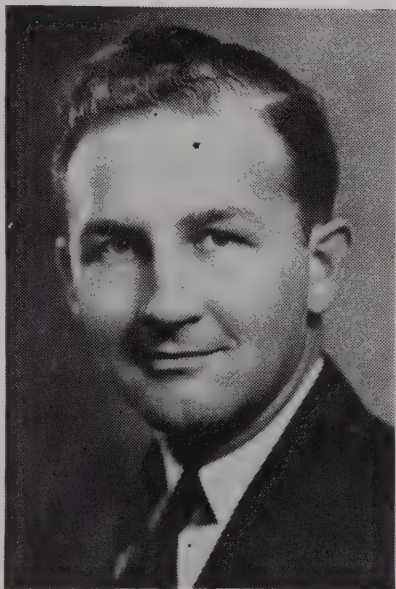
The ambulance of Fitch Bros. is one of the most modern and is the only ambulance fully equipped with inhalator, first aid supplies, oxygen and other supplies in this area.

Thos. A. Fitch, realizing the need of modern equipment in every respect, presented to the Fire Department an ambulance so that the life squad, which was then being formed, could function more efficiently in time of need just as modern equipment had enabled him to answer at any hour. This gift has helped in many instances.

With history being written daily by all the residents of our town, it is with the greatest pride that we of Fitch Bros. point with pride to our small part by two generations of a total of 91 years of service to our community.



Original Stable—Corner of New and Mary Streets



Theodore H. Fitch



Thomas A. Fitch
Today



VANCE-TOUSEY HOUSE
Lawrenceburg, Indiana

We are Proud of the VANCE-TOUSEY HOUSE

This famous old mansion house on the banks of the Ohio River figured prominently in the history of the Middle West during and after the pioneering period which followed the close of the Revolutionary War. It was built in 1816 by Captain Samuel C. Vance, a former officer of the 3rd Regiment, U. S. Army, who founded the City of Lawrenceburg in 1802.

Captain Vance named the new settlement in honor of his wife, Mary Morris Lawrence, a granddaughter of General Arthur St. Clair, governor of the Northwest Territory and the first governor of Ohio. Captain Vance and his wife occupied the house until their deaths, respectively, in 1830 and 1823. During the Civil War the house was the home and headquarters of General Buell of the Federal Army.

During the heyday of traffic on the Ohio River, visitors to the house came by boat and approached the mansion from the river's edge over a broad sweeping lawn and through rows of majestic cedars.

The house still retains its original Colonial architectural beauty. Only the interior has been remodeled to serve as our office.

FRANK HUTCHINSON, President

Lawrenceburg Terminal Elevator Corp.

Newspaper Contribution To Lawrenceburg and Dearborn County

This history shows that the Gazette, first Lawrenceburg newspaper, was born in 1820, 16 years after Indiana's first newspaper at Vincennes. For many years the Gazette, the Oracle, the Palladium, the Independent and other names flourished and faded and flourished again.

An energetic writer would take over (for there were few businessmen publishers in that day), and then in need of money or offered a political job, would close shop. The key to his locked shed would rest with the neighbors, or would be turned over to another ambitious writer. Sometimes a neighbor town would attract the machinery and perhaps even the name it bore. Newspaper plants and publishers moved back and forth across the county between Lawrenceburg, Aurora, Wilmington, and Rising Sun. In 1850 someone bought the "Western Statesman" and changed its name to Independent Press. Then it became The Press. A few years before that, the name Register was born in Dearborn county. Both names persist, the heirs of the tradition that has strengthened and improved through the years.

Always there have been men with vision and ability to express it, to take up the burden that others put down. In the American tradition there has never been a time when Lawrenceburg and Dearborn county did not have the means of expressing themselves and of exchanging opinions. In the



older day partisan politics was red-hot, the primary reason for publishing. Now fewer newspapers are read because they wear a specific tag with a familiar political aroma.

An honored tradition still stands for much. Integrity and a will for uncolored public service means as much in this modern day as ever they did. Local history records the names of Larimer, Shaw, Smashey, Ziegler, Williams and others who served honestly and exceptionally as Press publishers and citizens. It is a tradition and a challenge.

Three years ago the name Press attained its century of history

here, and this countywide newspaper marked a long step ahead. Printing machinery has been added or improved month by month throughout the past decade. In January, 1950, the present comfortable and attractive modern building became a permanent part of the local scene, and was dedicated to service of all the county.

This is more than an advertisement, a pledge from the present to the honored past, that time will not dim what history has achieved in growth and in public service; that improvement will continue to be the by-word.

William D. Murray, Publisher

The Lawrenceburg Press

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U. S. Waste Material Company

Successor to L. Schusterman

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LAWRENCBURG, IND.

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8 EAST HIGH STREET

SINCE 1919

LAWRENCBURG, IND.



